

Draft - Biddulph

Question 2a - Potential Housing sites within the development boundary

Site Reference	Capacity dwellings	10+	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
All Sites				<p>Environment Agency – Surface water in these areas should be treated using suitable SUDS where possible. If development is in a combined sewer area, increased flow should not affect the spill frequency.</p> <p>United Utilities - United Utilities have advised that surface water flows are very large compared with foul flows and as a result they use up a lot of capacity in their sewers, pumping stations and treatment works. Therefore, proposals that include alternative methods of surface water disposal (i.e. SUDS) rather than via the combine sewerage are more sustainable and help to best manage the impact on the infrastructure. If appropriate measures are included in planning polices and reflected in any future planning permissions then there should be no detrimental impact on the capacity of United Utilities infrastructure.</p> <p>Joan Walley MP:</p> <ul style="list-style-type: none"> • Residents have had insufficient opportunity to engage with the process and to understand strategic issues – particularly in relation to housing need, climate change and biodiversity. • What are the long term housing requirements for the District and Biddulph? Is the need overestimated? • What work has been done on size and type of homes required (sheltered housing, social housing, meet local needs). What scope is there to dovetail housing needs and tenure patterns? • What about collaborative work with Stoke and neighbouring authorities? • Development boundaries – would undermine the traditional settlement boundary and sense of place, Biddulph will sprawl towards Stoke on Trent, loss of distinctiveness, harm promotion of the town as a visitor destination. • What about the Green Belt review – has this been done in advance of site options? • Biodiversity – what consideration has been given to biodiversity, local nature sites and potential nature corridors? The views of wildlife groups are important in site allocation. • Flooding/contamination: What advice has been received from the Environment Agency and will this be available to residents to comment on prior to consulting on the preferred site options? What assessment has been made regarding site contamination to evaluate brown field land rather than pursue greenfield sites • No consideration of climate change. More reference should be made to town centre sites, former colliery land and other brownfield land. 		Comments noted. Refer to comments below for responses.	

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			<p>When will the Council specify its climate change policy requirements and building standards for new homes?</p> <ul style="list-style-type: none"> • Has an assessment been made of existing empty homes? • Why are sites of less than 10 houses not included? 			
BD004	15	0.36	<p>Statutory bodies/stakeholders:</p> <p>SCC Highways – Access off City Bank requires visibility over third party land. There can be no intensification of use of this access without a visibility improvement. Can this plot be combined with BD064 and BD138a?</p> <p>Developer/Agent/Owner – Landowner intentions unknown.</p> <p>Public response - 7 comments – 4 objections and 3 support.</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport (Mow Lane & Well Lane are narrow, roads are impassable in bad weather) • Infrastructure - Other - odour from sewage works. • Landscape • Nature Conservation • Amenity (e.g. noise, privacy, loss of light) - Detrimental impact on residential amenity - Under the Human Rights Act, in particular Protocol 1, Article 1. States that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land. • Scale of development • Government Policy - this is a Green Belt area • Other - Consultation form difficult to understand and requirement to complete one for each site is too onerous. <p>Support</p> <ul style="list-style-type: none"> • Infrastructure - Traffic / Transport - would not significantly compromise traffic flow • Infrastructure - Other • Landscape • Scale of development - would fit well into settlement • Government Policy • Enhance appearance of shabby buildings 	<p>The development of urban ALC land on a brownfield site is likely to have a significant positive effect, as could the site's proximity to existing areas of employment. The site should deliver a quantum of housing, circa 15 dwellings which is likely to have a positive effect. The site is located within the settlement boundary and has good accessibility to the services and facilities. However, its proximity to heritage assets would have a negative effect, as would the district ecological importance of the site.</p>	<ul style="list-style-type: none"> • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • The concerns expressed by the Highway Authority raise issues about the viability of developing this site independently. • An odour assessment of the sewage works has been undertaken on behalf of the landowner and it concludes that the vast majority of the site immediately adjacent to the works is suitable for residential use and odour issues should not be viewed as a constraint to planning consent. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The Council has carefully considered the case of Britton and has concluded that the site selection process does not contravene Article 8 (as it now is) of the Human Rights Act 1998. The local plan process which is being followed is in accordance with the law and is not one which determines or directly affects an arguable civil right (see the case of Bovis Homes Ltd v New Forest District Council [2002] EWHC 483). The grant or refusal of planning permission would qualify (as in the Britton case) because it has direct consequences for a landowner. The local plan process is subject to a statutory process which allows for objections to be made and considered before adoption takes place. Once adopted it does not of itself determine property rights, even though it might be highly 	

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					<p>influential on the outcome of a planning application, because there always remains a discretion to the decision-maker. A local plan once adopted does not affect the current use or enjoyment of land; nor the right to seek planning permission; nor ownership rights.</p> <ul style="list-style-type: none"> It is not considered that development of this particular site would be out of proportion with its surroundings. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The land in question is not Green Belt – it is within the existing settlement boundary. 	
BD016	20	0.5	<p>Statutory bodies/stakeholders:</p> <p>SCC Highways – Access should be gained off Tunstall road, with no access off the bypass.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 6 Comments – all support</p> <p>Issues raised:</p> <ul style="list-style-type: none"> Infrastructure - Schools - easy access Infrastructure - Traffic / Transport - easy access Infrastructure - Other - easy access to health services Landscape Government Policy - Not Green Belt Other - Improve appearance of area, Infill development 	The site should deliver a quantum of housing, circa 20 dwellings which is likely to have a significant positive effect, as could the location of the site with regard to its proximity to services and facilities and areas of existing employment as well as the positive effect upon the landscape. The site is located within the settlement boundary and has good accessibility to health care services and facilities. However, its proximity to heritage assets would have a negative effect.	Comments noted.	
BD055	20	0.66	<p>Statutory bodies/stakeholders:</p> <p>SCC Highways – Acceptable in principle subject to access design and Transport Assessment.</p> <p>*Note - this is intended to be a large development scheme also incorporating sites BD106, BD156, BD055, BD108. Access is intended from one of the roundabouts adjacent to the Meadows School (south) and from the road currently used to serve the telephone exchange (north).</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 10 comments – all support.</p> <p>Issues raised:</p> <ul style="list-style-type: none"> Infrastructure - Schools - good access Infrastructure - Traffic / Transport - good Infrastructure - Other - good access Landscape 	The site should deliver a quantum of housing, circa 20 dwellings which will have a significant positive effect, as will the development of urban ALC brownfield land as well as the positive effect upon the landscape. However, the sites proximity to heritage assets is assessed as a significant negative. The site is located within the settlement boundary and has good accessibility to services and facilities and areas of existing employment. However, the sites district ecological importance would have a negative effect.	Planning permission recently granted for a 70 unit extra care facility. No decision issued yet so remains as an allocation.	

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			<ul style="list-style-type: none"> Amenity (e.g. noise, privacy, loss of light) - would not disturb neighbourhood Scale of development Government Policy - not Greenbelt land Other - Brownfield site, Improve appearance of site. Could consolidate development with neighbouring sites. 			
BD059	12	0.29	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - If site includes demolition of number 23, adequate width should be achievable. If so, then acceptable subject to visibility.</p> <p>Developer/Agent/Owner – Land available</p> <p>Public response – 6 comments all support.</p> <p>Issues raised:</p> <ul style="list-style-type: none"> Government Policy - not Greenbelt land Other - Brownfield site, would not create urban sprawl. Also include site of former school canteen (fronting the road) as the owners would make the site available for development. 	The development of urban ALC brownfield land should have a significant positive effect, as should the preservation of the landscape and the site's proximity to existing areas of employment and services and facilities. The site is located within the settlement boundary, and away from historical assets. However, the site's district ecological importance would have a negative effect.	Comments noted. The original SHLAA form for the site assumes demolition of number 23 to provide a suitable access to the site. As the site is located within the settlement boundary, if land on the road frontage (understood to be in separate ownership) was to come forward then the principle of redevelopment would be supported subject to amenity, access and other considerations assessed at planning applications stage.	AMENDED FROM GREEN TO WHITE – AN INFILL SITE WITHIN THE URBAN AREA, NO ALLOCATION NEEDED.
BD101	24	0.16	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable subject to detailed design and provision of adequate parking. Parking will be particularly important.</p> <p>Developer/Agent/Owner – Landowner intentions unknown</p> <p>Public response 3 comments – all support.</p> <p>Issues raised:</p> <ul style="list-style-type: none"> Government Policy - Site is not in the Green Belt 	The development of urban ALC brownfield land should have a significant positive effect, as should the preservation of the landscape and the site's proximity to existing areas of employment and services and facilities and the delivery of circa 24 dwellings. The site is located within the settlement boundary, and away from historical assets. However, the site's district ecological importance would have a negative effect.	Comments noted.	
BD102	42	0.28	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable subject to detailed design and provision of adequate parking. Parking will be particularly important.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 3 comments – all support.</p> <p>Issues raised:</p> <ul style="list-style-type: none"> Government Policy - Site is not in the Green Belt 	The development of urban ALC brownfield land should have a significant positive effect, as should the preservation of the landscape and the site's proximity to existing areas of employment and services and facilities and the delivery of circa 42 dwellings. The site is located within the settlement boundary, and away from historical assets. However, the site's district ecological importance would have a negative effect.	Comments noted.	
BD108	12	0.44	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable in principle subject to access design and Transport Assessment.</p> <p>*Note - this is intended to be a large development scheme</p>	The development of urban ALC brownfield land should have a significant positive effect, as should the preservation of the landscape and the site's proximity to services and facilities. However, there is	Comments noted.	

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				<p>also incorporating sites BD106, BD156, BD055, BD108. Access is intended from one of the roundabouts adjacent to the Meadows School (south) and from the road currently used to serve the telephone exchange (north).</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 6 comments – all support.</p> <p>Issues raised:</p> <ul style="list-style-type: none"> Infrastructure - Easy access to schools. Infrastructure - Traffic / Transport - A traffic light controlled crossing already exists for pedestrian safety. Infrastructure - Other - Ideally situated for easy access to local amenities such as public transport, shopping, health centre etc. a short walk away. Government Policy - Site is not in the Green Belt. Other - site is a derelict eyesore, infill development which would improve this part of the town. 	scope that development of this site could have significant negative effects upon historical assets. Similarly, the site's district ecological importance would have a negative effect.		

Question 2a – Potential Urban Extension

Site Reference	Capacity dwellings	10+	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
BD071 + BD071A+ BD106+BD15 6	265		9.42	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable in principle subject to access design and Transport Assessment.</p> <p>*Note - this is intended to be a large development scheme also incorporating sites BD106, BD156, BD055, BD108. Access is intended from one of the roundabouts adjacent to the Meadows School (south) and from the road currently used to serve the telephone exchange (north).</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response - 43 comments – 5 objections, 38 supports</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Schools are full. Infrastructure - Traffic / Transport - would create too much traffic, bypass would become dangerous. Infrastructure - Other - Query capacity of sewage works 	The site's proximity to services, facilities and existing areas of employment and proposed delivery of circa 265 dwellings should have a significant positive effect. However, there is scope that development of this site could have negative effects due to the site's district ecological importance and the development of greenfield land.	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority does not raise any difficulties which would prevent the development of this site. United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. Land is identified as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process and look at all preferred option sites suggesting mitigation measures where appropriate. The results will be incorporated into the Submission Version of the Local Plan. The Council has recently completed a Phase 1 	

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			<ul style="list-style-type: none"> • Landscape - loss of extensive views of countryside from bypass - significant for residents and visitors to the town (Biddulph is known as the 'Garden Town' of the Moorlands), ruin the character of the town • Nature Conservation - impact on wildlife, stream on site, loss of trees and hedgerows. • Amenity (e.g. noise, privacy, loss of light) - Detrimental impact on residential amenity. • Scale of development - over-development of the town. • Government Policy - Land is Green Belt and beyond the defensible boundary of the settlement, conflicts with Core Strategy Policy SO9 and C1. • Other - topography of site would make building problematic, develop brownfield sites first, town centre is declining, no jobs being created in the town, population figures are national so query their accuracy, lack of demand - housing on Uplands Mill site is still for sale, query agricultural land classification of site? Consultation form is not straightforward to complete and requirement to complete one for each site is too onerous. <p>Support</p> <ul style="list-style-type: none"> • Infrastructure - Schools - easy access • Infrastructure - Traffic / Transport - Bypass could cope with traffic and increased population • Infrastructure - Other - availability of public transport, close to new health centre, residents could use BVW to access Gillow Heath playing fields • Landscape - development here less of a visual impact than east side of town, land is not visually appealing from bypass • Flood Risk - development of site would not add to existing flooding issues like it would elsewhere in the town • Amenity (e.g. noise, privacy, loss of light) - site would not overlook existing properties • Scale of development • Government Policy - would not constitute 'urban creep', land is not Green Belt • Other - good access to Town Centre so will attract people to the area and be more environmentally friendly, may also reduce traffic in town centre as residents would be near enough to walk, would re-balance Biddulph in the right direction, development supported in this location in the Council's Core Strategy, would benefit the town. 		<p>Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study highlights the presence of trees and buildings with bat potential, species rich hedgerows, dense willow scrub and tall ruderal vegetation which are connected to a series of other hedgerows and habitats and form an important potentially biodiverse mosaic. This warrants the site being considered to have regionally important value. Owing to its ecological importance, any future development of this site will be considered in line with relevant NPPF and Core Strategy Policies. A number of precautionary surveys/actions are also recommended in the case of development.</p> <ul style="list-style-type: none"> • Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • It is not considered that development of this particular site would be out of proportion with the rest of the town. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The land in question is not Green Belt. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land over greenfield in all circumstances is not part of Government policy. New employment land is proposed at the south of the town (BD117). New investment in the town would have knock-on positive effects for the town centre. • National population figures are the starting point for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. The land does not have an agricultural land classification as it is within the urban area of Biddulph. 	

Question 2a - Potential sites for mixed use- employment & retail

Site Reference	Use	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
BD117	Employment	6.74	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Where would access be taken? Access to south may have visibility issues, access to the north would conflict with traffic light controlled junction. Access through Victoria Row is at crossroads Brown Lees Road. Careful consideration required.</p> <p>Developer/Agent/Owner – Portion of land available, part of site availability unknown.</p> <p>Public response 7 comments – 6 objections, 1 support.</p> <p>Issues raised:</p> <p>Objections:</p> <ul style="list-style-type: none"> Infrastructure - Other - query availability of infrastructure Landscape - Land has some of the best views over to the Moorlands from anywhere in Biddulph and it would be deplorable to ruin this. Amenity (e.g. noise, privacy, loss of light) - would have a detrimental impact on residents Scale of development - constitutes over-development Government Policy - urban sprawl - concern about merging with Stoke on Trent, land is Green Belt and part of the open countryside, contrary to Core Strategy para. 7.56 and policies SO9 and C1 Other - Site more suited to housing than employment due to vacant units and scope for extension of Victoria Business Park - could accommodate over 200 homes and lessen the need to consider BD063a, residential development here would have less impact than employment and its location on a major road would appeal to potential purchasers, query agricultural classification of this land? No need for more employment units, there is still availability on Victoria Business Park and the steel works sites. Concerned about complicated response form and consider that filling in one form per site is overly onerous. <p>Support:</p> <ul style="list-style-type: none"> Infrastructure - Traffic / Transport - area is situated on a major road and access could easily be achieved. Other - Ideal location opposite existing successful business park. Can benefit from using existing infrastructure with its close links to Stoke and the M6 without having to go through the town, more jobs are needed. Query why employment land requirement of 	<p>The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. However, the greenfield nature of this site and its location outside of the settlement boundary, coupled with its district ecological importance could have a negative effect.</p>	<ul style="list-style-type: none"> The Council's Core Strategy (Policy SS4) distributes the District's employment land requirement from the Council's Employment Land Study. Taking into account existing commitments this highlights a need for approximately 2 hectares of additional employment land in Biddulph to 2031. The town is heavily constrained by the Green Belt so identification of a suitable site is not straightforward. BD117 has been identified primarily due to its good road links, close proximity to the Victoria Business Park opposite and minimal impact on the Green Belt. Discussions have taken place with County Highways and it is considered that a suitable access point could be created to serve the site. The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends considering site BD117 for release from the Green Belt. The land is not identified as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process and look at all preferred option sites suggesting mitigation measures where appropriate. The results will be incorporated into the Submission Version of the Local Plan. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. It is not agreed that there is available space on 	<p>THIS AREA IS CONSIDERED SUITABLE FOR EMPLOYMENT USE.</p> <p>THE EASTERN PART OF THE AREA COULD BE USED FOR HOUSING (FURTHER INVESTIGATION REQUIRED) AS NOT ALL OF THE AREA MARKED ON THE MAP IS NEEDED FOR EMPLOYMENT USE WITHIN THE PLAN PERIOD.</p>

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			25-45 hectares is higher than stated in the Core Strategy.		<p>Victoria Business Park as all the land on the current site has been sold or leased and there is no scope to extend it onto land immediately adjacent. In any case, the 2 hectare requirement is over and above the Victoria Business Park and the steel works sites as well as all other existing employment sites.</p> <ul style="list-style-type: none"> The agricultural land classification of this land is grade 4 which is defined as being poor quality. 	
BD076A	Mixed use retail employment	3.5 ha	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable subject to access design and transport Assessment.</p> <p>*Note - this is intended to be a large development scheme also incorporating sites BD106, BD156, BD055, BD108. Access is intended from one of the roundabouts adjacent to the Meadows School (south) and from the road currently used to serve the telephone exchange (north).</p> <p>Developer/Agent/Owner - Land available</p> <p>Public response 10 comments – 6 supports, 4 objections.</p> <p>Issues raised:</p> <p>Support</p> <ul style="list-style-type: none"> Infrastructure - Schools Infrastructure - Traffic / Transport - Infrastructure - Other - good access to local amenities Landscape - improve derelict land, Amenity (e.g. noise, privacy, loss of light) Government Policy - is not in the Green Belt Other - site would be suitable for residential development, would act as infill development <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Traffic / Transport - would create too much traffic, bypass would become dangerous. Landscape - ruin the character of the town Amenity (e.g. noise, privacy, loss of light) - Detrimental impact on residential amenity. Scale of development - over-development of the town. Government Policy - Land is Green Belt and beyond the defensible boundary of the settlement, conflicts with Core Strategy Policy SO9 and C1. Other - Should be used for housing as if it is used for retail it will be the final nail in the coffin for the High Street, Consultation form is not straightforward to complete and requirement to 	<p>The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the site is located within settlement boundary and should have good access to services and facilities which will also have a significant positive effect. However, the site has been assessed as having district ecological importance which will have a negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority does not raise any difficulties which would prevent the development of this site. Part of the land is identified as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process and look at all preferred option sites suggesting mitigation measures where appropriate. The results will be incorporated into the Submission Version of the Local Plan. Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. It is not considered that development of this particular site would be out of proportion with the rest of the town. The land in question is not Green Belt. The Council's Retail Study recommends that a sequentially preferable site for a discount food retail store is allocated in Biddulph. This is intended to complement the existing retail offer in the town and attract existing residents who currently go out of town for their discount food shopping. As this site is allocated for retail use in the Biddulph Town Centre Area Action Plan and is the only suitable site for this use within and around the town centre it is proposed for allocation. 	<p>DRAFT ALLOCATION HAS BEEN EXTENDED TO INCORPORATE EMPLOYMENT AREA AROUND THE TELEPHONE EXCHANGE.</p>

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			complete one for each site is too onerous.			
BD076	Employment		<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable subject to access design and Transport Assessment.</p> <p>*Note - this is intended to be a large development scheme also incorporating sites BD106, BD156, BD055, BD108. Access is intended from one of the roundabouts adjacent to the Meadows School (south) and from the road currently used to serve the telephone exchange (north).</p> <p>Environment Agency – The site has a culverted watercourse flowing beneath it which should be renaturalised through redevelopment to contribute towards WFD objectives. This may take up space within the site, however it may be possible to divert the channel round the edge to create more developable space</p> <p>Developer/Agent/Owner Object to the site being identified for employment. Question issue of need in this specific location as the AAP allocation was not implemented. It is unclear as to whether this site contributes to the 2 hectare employment requirement stated or how it relates to the evidence base. Not considered to be viable for employment use - constraints (e.g. flood risk, levels and ground conditions and also vehicular access would be through third party land). Residential development of this site presents the opportunity to develop an integrated scheme and share remediation and infrastructure costs ensuring a viable scheme. This would also mean that less housing would be required in the Green Belt. Employment needs would be best met on BD117.</p> <p>Public response 12 comments – 7 supports, 5 objections.</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Traffic / Transport - would create too much traffic, bypass would become dangerous. • Landscape - ruin the character of the town • Amenity (e.g. noise, privacy, loss of light) - Detrimental impact on residential amenity. • Scale of development - over-development of the town. • Government Policy - Land is Green Belt and beyond the defensible boundary of the settlement, conflicts with Core Strategy Policy SO9 and C1. • Other - Would be more suited to retail or housing, Consultation form is not straightforward to complete and requirement to complete one for each site is too onerous. <p>Support</p> <ul style="list-style-type: none"> • Infrastructure - Other - ideally situated for access to amenities 	<p>The proposed delivery of circa 70 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the site's location within a flood zone is assessed as having a significant negative effect. The development of greenfield, urban ALC land is assessed as having a negative effect, as could the district ecological importance of the site and the proximity of historic assets.</p>	<ul style="list-style-type: none"> • The Highway Authority does not raise any difficulties which would prevent the development of this site. • The site is allocated for retail / employment use in the Biddulph Town Centre Area Action Plan, a development plan document which remains in force. • There is demand from existing businesses in the town for premises close to the town centre and this is a suitable site to meet that requirement. Access to the site and the link through to this land is within public ownership. • Viability testing will take place on sites selected by the Council as preferred options. • Part of the land is identified as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process and look at all preferred option sites suggesting mitigation measures where appropriate. The results will be incorporated into the Submission Version of the Local Plan. • Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. • It is not considered that development of this particular site would be out of proportion with the rest of the town. • The land in question is not Green Belt. 	

Site Reference	Use	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> Landscape - Land is derelict and not visually appealing Government Policy - land is not Green Belt Other - Will help businesses who are looking for land / premises in Biddulph, would be suitable for housing, 			

Question 2a - Potential Suitable sites within the Green Belt

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
BD062	40	1.45	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Extensions of York Close and Essex Drive would be acceptable for 40 dwellings.</p> <p>Developer/Agent/Owner - Land ideally suited for development as part of Green Belt Review, has support from Planning Inspector who conducted Core Strategy examination, land does not make a significant contribution to Green Belt and its deletion would not harm function of Green Belt. Land is available and development is achievable for around 35 dwellings taking into account constraints. Highway Authority has no objections to the site being developed, site has good pedestrian connectivity via York Close / Essex Drive and the Biddulph Valley Way, Phase 1 Habitat Survey undertaken confirming site has little ecological significance, an Ecological Mitigation Strategy can address any issues / improvements, site is Flood Zone 1, odour assessment has been commissioned.</p> <p>Public response 56 comments plus petition with 89 signatures – all objecting.</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Schools oversubscribed - Oxhey First School, Woodhouse Academy. Infrastructure - Traffic / Transport- difficult access, surrounding roads not large enough to cope with additional traffic including HGVs, construction traffic and emergency vehicles, Essex Drive / York Close are narrow and crowded with parked cars, Essex Drive steep so impassable for most vehicles in icy weather, highway safety - Well Lane, lack of pavements on Mow Lane and junction with Congleton Road not ideal, need Transport Study, concern about additional traffic around schools and impact on safety. Infrastructure - Other - lack of local amenities, could sewerage system cope with all new development? Public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. Landscape Nature Conservation - foxes, ducks, badgers, owls, 	<p>The proposed delivery of circa 40 dwellings should have a significant positive effect. The site is also accessible to existing services facilities and areas of employment which is likely to have a positive effect. However, the site's potential for protected species to be present due to the habitats present and its connection to the wider countryside are considered to have a significant negative effect. Similarly, the development of greenfield land, grade 4 ALC and the site's proximity to historic assets are also assessed as having a negative effect.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority has no difficulties with this development from their point of view. Cumulative impact of several developments in this area would be assessed through a TA. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. An odour assessment of the sewage works has been undertaken on behalf of the landowner and it concludes that the vast majority of the site immediately adjacent to the works (BD062) is suitable for residential use and odour issues should not be viewed as a constraint to planning consent. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process and look at all preferred option sites suggesting mitigation measures where appropriate. The results will be incorporated into the Submission Version of the Local Plan. 	

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			<p>rabbits, kingfishers, hawks (and many other bird varieties), badgers, bats, bees - disagree with results of agent's Phase 1 Habitat survey</p> <ul style="list-style-type: none"> • Flood Risk on east side of site & concerns about surface water as a result of new development (photograph supplied), surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. • Amenity (e.g. noise, privacy, loss of light - oppressive impact on existing development including Beaumont Close, out of character with area) • Scale of development - 40 dwellings is excessive (along with other sites earmarked in this area) • Government Policy - not in line with NPPF - Green Belt Land - Brownfield sites should be a priority • Other - Previous planning refusal on the site, site too close to sewage works - existing noise and odour and potential pollution from gases, high concentration of sewage pipes would make land difficult to build on - query economic viability, works are not heavily screened - can be seen in winter, well used public footpath crosses site, loss of mature trees, could residents obtain home insurance due to flooding? Sites closer to the town centre with better access should be used (e.g. Meadows School), no employment in Gillow Heath so new residents will be commuting creating a dormitory town, lack of market demand for houses, Town Centre is declining - shops are closing, need for new houses / flats in town centres, existing empty properties in town centres, contradicts Council's Core Strategy (point 2.3) and NPPF Green Belt section, object to social housing, SHLAA form not clear, poor consultation - should notify affected residents personally, difficult for people to understand some of technical language in documents and on response form, background documents submitted by landowners / agents to support SHLAA forms should be publicly available. Query accuracy of population growth figures as they are nationally produced and not locally. 		<ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • It is not considered that development of this particular site would be out of proportion with its surroundings and it is very unlikely that all the sites put forward in the consultation for Gillow Heath will be selected as preferred options. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends considering site BD062 for release from the Green Belt. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land over greenfield in all circumstances is not part of Government policy. • The previous planning history of a site, particularly from over 20 years ago (1991 in this 	

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					<p>case) is not a good indicator as to whether a site is acceptable at this time as circumstances and policies will have changed over time.</p> <ul style="list-style-type: none"> The landowner's agent has indicated that the site is viable for housing development. Public footpaths can be maintained or re-directed. A link between the area and the Biddulph Valley Way will be maintained. New employment land is proposed at the south of the town (BD117). New investment in the town would have knock-on positive effects for the town centre. National population figures are the starting point for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. The Council's evidence demonstrates a need for affordable housing in Biddulph and this is reflected in local policy (set out in the Core Strategy). The Council is required to seek to address this need. 	
BD063A	40 (REDUCED CAPACITY TO REFLECT GREEN BELT REVIEW)	3.5	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Not directly connected to the highway. Additional land will be required to provide adequate access and visibility splay.</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent/Owner – Land available, in a highly sustainable location close to the town centre and facilities and services, landscape impact would be acceptable – could provide treatments to create a defensible boundary, support extension of the site, Phase 1 Habitat survey supplied demonstrating that no features of ecological interest present which would preclude housing development, a suitable access could be achieved using the existing access point (evidence supplied).</p> <p>Public response 56 comments – all objections.</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Schools - new school is needed as local headmistress believes all schools in Biddulph are full and will be for next 4/5 years. Infrastructure - Traffic / Transport (road network 	<p>The proposed delivery of circa 120 dwellings should have a significant positive effect. The site is also accessible to existing services, facilities and areas of employment which is likely to have a positive effect. However, the site's district ecological importance is considered to have a negative effect. Similarly, the development of greenfield land, grade 3/4 ALC and the site's proximity to historic assets are also assessed as having a negative effect.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. There are issues surrounding the suitability of the access point to the site but if these can be resolved to an acceptable standard then development could take place. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service, more medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process and look at all preferred option sites suggesting mitigation 	

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			<p>cannot cope, problems with bridge on Newpool Road, highway safety - limited access for emergency vehicles and HGVs, inadequate access to site - properties would need to be demolished, pollution from traffic, site is between a bend and the brow of a hill), Knypersley cross roads already heavily congested at rush hour.</p> <ul style="list-style-type: none"> • Infrastructure - Other - medical facilities like doctors and dentists, utilities, the area is lacking in facilities for outdoor sport and recreation, Public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - loss of rural character, sprawl, Newpool Road represents the border between Biddulph and Knypersley and marks a distinct boundary between Biddulph and the Cheshire Plains. • Nature Conservation (foxes, hedgehogs, owls, bats, birds of prey and herons seen on site), loss of trees and hedges • Flood Risk - site floods during heavy rain, resultant increased insurance premiums for residents, during heavy rain sewers in Newpool Road become full forcing water back into householders drains and causing leakage of sewage onto driveways. • Amenity (e.g. noise (from extra traffic and building work), loss of privacy, loss of light - some of properties along Newpool Road are bungalows and the land has an elevated incline, unsightly appearance of new development, detrimental to health of existing residents) • Scale of development excessive • Government Policy (contradicts NPPF Green Belt policy which protects Green Belt land). • Other - Loss of prime agricultural land, develop brown field sites first, other sites elsewhere in the town are more suitable (BD071 + BD071A + BD106 + BD156, BD117, disused garden centres, all sites within development boundary, smaller sites, land off Childerplay Road land in neighbouring authorities, open spaces), site did not appear on any legal searches when buying property, loss of right of way, why is site still an option when it was removed from Core Strategy?, concern about unmapped mine shafts, need for new houses / flats in town centres, existing empty properties in town centres, query number of homes needed following recent newspaper article claiming only 2500 needed for Moorlands, loss of tourist appeal, no jobs being created in the town, consultation leaflet not received by all households and tendency to bin junk mail, consultation event unsatisfactory as there were no map handouts left, online form difficult to use and to find on the website, consultation period too short. 		<p>measures where appropriate. The results will be incorporated into the Submission Version of the Local Plan.</p> <ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • It is not considered that development of this particular site would be out of proportion with its surroundings. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends considering a smaller variant of site BD063a for release from the Green Belt but considers that other options would be better. The capacity of the site has been reduced from 120 to 40 to reflect the results of the Green Belt Review. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land over greenfield in all 	

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					<p>circumstances is not part of Government policy. The other sites suggested by residents have all been included in the consultation as potentially suitable development sites.</p> <ul style="list-style-type: none"> The land has an agricultural classification of Grade 3 which means that it is good to moderate. The issue of using land in neighbouring authorities will be discussed as part of the Council's duty to co-operate obligation. Public footpaths can be maintained or re-directed. This issue would be considered at the planning application stage. The Council is aware of mining issues which affect a number of green field sites around Biddulph and investigative work will take place in these areas prior to the commencement of any development. New employment land is proposed at the south of the town (BD117). The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. 	
BD064	12	0.3	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable subject to adequate visibility and access design. Can this be combined with BD138a to broaden access options?</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 7 comments – all objections.</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Schools at capacity Infrastructure - Traffic / Transport (Mow Lane and Well Lane struggle with traffic, roads impassable when snow or ice present) Infrastructure - Other - Public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. Landscape - spoil character of Gillow Heath Nature Conservation Amenity - Detrimental impact on resident's amenity. Under the Human Rights Act, in particular Protocol 1, Article 1. States that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land. Scale of development 	<p>The site is accessible to existing services, facilities and areas of employment which is likely to have a positive effect. However, the site's district ecological importance is considered to have a negative effect. Similarly, the development of greenfield land, grade 4 ALC and the site's proximity to historic assets and the ecological status of the site are also assessed as having a negative effect.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority has no difficulties with this development from their point of view. Cumulative impact of several developments in this area would be assessed through a TA. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's' play areas. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. 	

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			<ul style="list-style-type: none"> Government Policy - Contrary to Green Belt Policy and Core Strategy policies SO9, C1 and para 7.56. Other - Other sites like BD071 & BD071a more suitable as they can cope better with traffic. Consultation form too complicated and requirement to fill in form for each site onerous, query whether land has agricultural value? need for new houses / flats in town centres, existing empty properties in town centres. 		<ul style="list-style-type: none"> The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. Amenity – issues such as overlooking and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The Council has carefully considered the case of Britton and has concluded that the site selection process does not contravene Article 8 (as it now is) of the Human Rights Act 1998. The local plan process which is being followed is in accordance with the law and is not one which determines or directly affects an arguable civil right (see the case of Bovis Homes Ltd v New Forest District Council [2002] EWHC 483). The grant or refusal of planning permission would qualify (as in the Britton case) because it has direct consequences for a landowner. The local plan process is subject to a statutory process which allows for objections to be made and considered before adoption takes place. Once adopted it does not of itself determine property rights, even though it might be highly influential on the outcome of a planning application, because there always remains a discretion to the decision-maker. A local plan once adopted does not affect the current use or enjoyment of land; nor the right to seek planning permission; nor ownership rights. It is not considered that development of this particular site would be out of proportion with its surroundings and it is very unlikely that all the sites put forward in the consultation for Gillow Heath will be selected as preferred options. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where 	

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					<p>minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends that BD064 is not released from the Green Belt.</p> <ul style="list-style-type: none"> The land is classified as Grade 4 agricultural land which means that it is poor quality. The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. The housing need is over and above existing properties whether they are vacant or occupied. A variety of housing types will be delivered in the period to 2031 and this is likely to include houses / flats in a central location. The other sites suggested by residents have all been included in the consultation as potentially suitable development sites. 	
BD067A	120	4.25	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Where is access proposed from? Firwood road? Woodhouse Lane? Acceptable in principle subject to access design and provision of visibility and pedestrian access routes. Woodhouse Lane should be improved on the frontage.</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Environment Agency – The site has a culverted watercourse flowing beneath it which should be renaturalised through redevelopment to contribute towards WFD objectives. This may take up space within the site, however it may be possible to divert the channel round the edge to create more developable space.</p> <p>Developer/Agent/Owner - Support development - available within 5 years. Consistent with Core Strategy - need for housing in Biddulph. Site is well enclosed, generally flat rising upwards to the east, open in nature, relates well to the urban area, development could take place without harming the character of the area. Land not important to the setting of the settlement (source: Landscape & Settlement Character Assessment), appropriate landscaping of new development would create a strong edge to the settlement. Sloping nature of site also</p>	<p>The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. The site is accessible to existing services, facilities and areas of employment which is likely to have a positive effect. However, the site's district ecological importance is considered to have a negative effect. Similarly, the development of greenfield land, grade 4 ALC and the site's proximity to heritage assets is also assessed as having a negative effect.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority has no difficulties in principle with this development from their point of view. Public footpaths can be provided as part of a development scheme. Cumulative impact of several developments in this area would be assessed through a TA. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. 	

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			<p>presents opportunities for public open space provision and to reinforce and enhance existing wildlife corridors. If site is developed there would still be a distance of half a mile between the edge of Biddulph and Biddulph Moor. Development unlikely to creep any closer due to the rising land. The topography of the locality and the presence of existing development adjacent furthermore means that these sites would not be visible from Congleton Edge and Washington Close on the opposite side of the valley. The development would therefore not have an adverse impact on important views across the valley. Close proximity to local services and facilities - schools, regular public transport, close to the leisure centre, town centre less than a mile away so site is sustainably located. If schools are full then this can be addressed through financial contributions towards extended provision at application stage. In terms of highway safety appropriate access could be achieved onto Woodhouse Lane and the road network is capable of accommodating the growth in traffic. Flooding and drainage issues can be mitigated - site is not within a designated flood plain and not identified by Lead Local Flood Authority as having significant local flooding constraints. Utilities are close by for straightforward connection. Layout will not have an adverse impact on amenity of existing residents. In terms of ecology biodiversity benefits could be achieved through developing the site. Mining issues can be mitigated and would not make the site undeliverable.</p> <p>Public response 269 comments ((including Biddulph North Residents Action Group) – 265 objections and 4 neutral.</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools (Ox Hey First and Woodhouse Academy are full) • Infrastructure - Traffic / Transport (existing traffic congestion from both local schools, highway safety, road system will not cope with additional traffic, especially Woodhouse Lane - no public footpaths here, Firwood Road and Carriage Drive, also A527, access for emergency services) • Infrastructure - Other - question whether sewerage system will cope with additional development, public transport serving the estate is poor, strain on household utilities, doctors / dentists have no spare capacity, lack of facilities for children, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - reduction of gap between Biddulph and Biddulph Moor. • Nature Conservation - reduced habitat including for existing nesting bats, foxes, badgers, hedgehogs, buzzards, owls, crows, rooks • Flood Risk issue, existing drainage problem - where 		<ul style="list-style-type: none"> • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. The public footpaths are but they could be retained or re-directed as part of a development scheme. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures can be taken as part of the site development to address any surface water issues and suitably address the culverted watercourse. • Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents such as house types and densities will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • It is not considered that development of this particular site would be out of proportion with its surroundings and it is very unlikely that all the sites put forward in the consultation within Biddulph North will be selected as preferred options. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study does not recommend releasing BD067a nor neighbouring sites (BD067b, BD067c, BD110 & BD134) from the 	

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			<p>will water from new development drain? Potential difficulty in obtaining home insurance, surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. There is a potential flood risk at the side of Ribble Drive - there is a stream that runs from Biddulph Moor through Ribble Drive and down to the Leisure Centre which has not been correctly ducted at the bank of Ribble Drive. This same stream often floods the Leisure Centre.</p> <ul style="list-style-type: none"> • Amenity (e.g. noise and air pollution from increased traffic and construction, privacy - overlooking as field slopes upwards, loss of light houses built behind bungalows) • Scale of development excessive taking account of recent Uplands Mill development, concern about house types (flats) and densities, • Government Policy - Land is Green Belt and should be protected, • Other - Land is outside settlement boundary, existing public right of way, have recent developments like Uplands Mill been taken into account in housing figures? Use brown field sites instead, share development more evenly around the town – too much proposed in Biddulph North, fill existing vacant homes first, health and safety particularly of schoolchildren during building work, land is unstable due to mining - sinkholes have appeared recently, lack of open space on the estate, development will not assist regeneration, no more jobs are being created so will just attract more commuters, query accuracy of national population growth statistics and why more housing is needed, struggle to sell properties already built in the area, damage to the beauty of the town, too far from town centre / amenities, shops in town centre are closing, need for new houses / flats in town centres, existing empty properties in town centres, development more suitable to west of town, social housing brings the area down, potential increased crime negative impact on character of town, can meet demand through developing BD071/71a/106 and BD156 and Meadows School site, look at brownfield sites in SOT, Brindley Ford, land produces food for livestock, SHLAA assessments do not consider implications on other sites (i.e. implications of developing a number of neighbouring sites), development will be highly visible on rising land, consider BD116 and BD140 more suitable locations - closer to facilities, lower visual impact, would not add to flooding issues, direct access to bypass could be achieved. Object to site BD066 not being considered. 		<p>Green Belt.</p> <ul style="list-style-type: none"> • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land over greenfield in all circumstances is not part of Government policy. • Public footpaths can be maintained or re-directed. • The Uplands Mill housing site has been taken into account in calculating Biddulph's housing needs. The distribution of development around the town will be considered as part of the selection of Preferred Options sites. • Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. • The Council is aware of mining issues which affect a number of green field sites around Biddulph and investigative work will take place in these areas prior to the commencement of any development. • If development were to take place, the provision of on site open space would be a requirement. New employment land is proposed at the south of the town (BD117). New investment in the town would have knock-on positive effects for the town centre. National population figures are the starting point for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. The Council's evidence demonstrates a need for affordable housing in Biddulph and this is reflected in local policy (set out in the Core Strategy). The Council is required to seek to address this need. • The issue of using land in neighbouring authorities will be discussed as part of the Council's duty to co-operate obligation. • Land has a Grade 4 Agricultural land classification which means it is poor quality. • Other suggested sites will be considered where 	

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					they are not already included and cumulative impact of developing neighbouring sites will also be considered.	
BD067B	150	4.6	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Where is access proposed from? Firwood road? Woodhouse Lane? Acceptable in principle subject to access design and provision of visibility and pedestrian access routes. Woodhouse Lane should be improved on the frontage.</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Environment Agency – The site has a culverted watercourse flowing beneath it which should be renaturalised through redevelopment to contribute towards WFD objectives. This may take up space within the site, however it may be possible to divert the channel round the edge to create more developable space</p> <p>Developer/Agent/Owner - Support development - available within 5 years. Consistent with Core Strategy - need for housing in Biddulph. Site is well enclosed, generally flat rising upwards to the east, open in nature, relates well to the urban area, development could take place without harming the character of the area. Land not important to the setting of the settlement (source: Landscape & Settlement Character Assessment), appropriate landscaping of new development would create a strong edge to the settlement. Sloping nature of site also presents opportunities for public open space provision and to reinforce and enhance existing wildlife corridors. If site is developed there would still be a distance of half a mile between the edge of Biddulph and Biddulph Moor. Development unlikely to creep any closer due to the rising land. The topography of the locality and the presence of existing development adjacent furthermore means that these sites would not be visible from Congleton Edge and Washington Close on the opposite side of the valley. The development would therefore not have an adverse impact on important views across the valley. Close proximity to local services and facilities - schools, regular public transport, close to the leisure centre, town centre less than a mile away so site is sustainably located. If schools are full then this can be addressed through financial contributions towards extended provision at application stage. In terms of highway safety appropriate access could be achieved onto Woodhouse Lane and the road network is capable of accommodating the growth in traffic. Flooding and drainage issues can be mitigated - site is not within a designated flood plain and not identified by Lead</p>	<p>The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. The site is accessible to existing services, facilities and areas of employment which is likely to have a positive effect. However, the site's district ecological importance is considered to have a negative effect. Similarly, the development of greenfield land, grade 4 ALC and the site's proximity to heritage assets is also assessed as having a negative effect.</p>	<ul style="list-style-type: none"> • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • The Highway Authority has no difficulties in principle with this development from their point of view. Public footpaths can be provided as part of a development scheme. Cumulative impact of several developments in this area would be assessed through a TA. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's' play areas. • United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. The public footpaths are but they could be retained or re-directed as part of a development scheme. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures can be taken as part of the site development to 	

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			<p>Local Flood Authority as having significant local flooding constraints. Utilities are close by for straightforward connection. Layout will not have an adverse impact on amenity of existing residents. In terms of ecology biodiversity benefits could be achieved through developing the site. Mining issues can be mitigated and would not make the site undeliverable.</p> <p>Public response 214 comments (including Biddulph North Residents Action Group) – all objections.</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools - (Oxhey First and Woodhouse Academy full) • Infrastructure - Traffic / Transport - Cannot build on BD067b without BD067a due to access difficulties, concern about levels of school traffic from Oxhey First and Woodhouse Academy and highway safety in relation to this, concern about highway network coping with further development - Pennine Way / Firwood Road, Carriage Drive, Woodhouse Lane (also lack of public footpaths here), access would be through Firwood Road which is narrow and has a dangerous blind corner onto Pennine Way, A527 (main route for workers) is very congested, access onto A527 from Woodhouse Lane is difficult due to street opposite, no realistic option to improve Woodhouse Lane and Pennine Way, roads are aging and in a poor state of repair. • Infrastructure - Other - query whether sewerage system is adequate to cope with new development, poor public transport serving the estate, could emergency services cope with additional development? Lack of spaces at doctors, lack of open space at this side of town, lack of facilities for children, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - Concern about closing the gap between Biddulph and Biddulph Moor, concern about visual impact as ground rises. • Nature Conservation - squirrels, badgers, foxes, nesting bats, crows, rooks, seagulls, rabbits, hedgehogs, birds of prey, pheasants present. • Flood Risk - existing drainage problems, field acts as a soak away, risk of residents not being able to obtain home insurance, surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. There is a potential flood risk at the side of Ribble Drive - there is a stream that runs from Biddulph Moor through Ribble Drive and down to the Leisure Centre which has not been correctly ducted at the bank of Ribble 		<p>address any surface water issues and suitably address the culverted watercourse.</p> <ul style="list-style-type: none"> • Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents such as house types and densities will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. • It is not considered that development of this particular site would be out of proportion with its surroundings and it is very unlikely that all the sites put forward in the consultation within Biddulph North will be selected as preferred options. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study does not recommend releasing BD067b nor neighbouring sites (BD067a, BD067c, BD110 & BD134) from the Green Belt. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land over greenfield in all circumstances is not part of Government policy. • Public footpaths can be maintained or re-directed. • The distribution of development around the town will be considered as part of the selection of Preferred Options sites. • Housing requirements in the Staffordshire 	

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			<p>Drive. This same stream often floods the Leisure Centre.</p> <ul style="list-style-type: none"> • Amenity - Noise from traffic and construction, air pollution, privacy - existing properties backing on to proposed site are bungalows - impact on residents if houses were built behind them, loss of light, loss of peace, quiet and views of fields, erode look and feel of area, loss of fields for recreation and dog walking, increased crime, risk to public health. • Scale of development - totally unacceptable (assuming all suggested sites are developed), would fundamentally change local area, this side of Biddulph is over-developed, this level of additional housing is not wanted by existing residents. • Government Policy - Land is Green Belt and should be protected, sites need to be easily accessible on foot or by cycle. This site is some distance from the town centre and associated facilities like retail and health care. • Other - Develop brownfield sites first, fill existing vacant homes first, loss of public right of way, loss of farmland, most residents of Biddulph commute to work in Potteries, land unstable due to previous coal mining - sinkhole in field last year, town centre is declining, residents will drive to other shopping areas instead, need for new houses / flats in town centres, existing empty properties in town centres, no additional jobs in Biddulph, town is currently off-set to the west - proposals will exacerbate this, question accuracy of national population figures for Biddulph, lack of demand - houses on Uplands Mill have struggled to sell, proposal is contrary to Core Strategy transport policies, develop BD116 and BD140 as an alternative - closer to facilities, lower visual impact, would not add to flooding issues, direct access to bypass could be achieved, would proposed employment and retail sites BD076 and BD076a be best used for housing? Object to affordable housing being built as flats, BD071, BD071a, BD106 & BD156 are closer to the main town - it would also be easier and more suitable for access via the bypass, SHLAA forms focus on one site only and don't consider implications arising from a number of neighbouring sites being developed and some arguments applicable to more than one site have only been used on one record but not others e.g. highway infrastructure, loss of wealth in Biddulph economy by residents moving away, Biddulph is known as a 'Garden Town', development may put off inward investors, form is difficult to understand. 		<p>Moorlands are in addition to existing properties even if these are for sale or derelict.</p> <ul style="list-style-type: none"> • The Council is aware of mining issues which affect a number of green field sites around Biddulph and investigative work will take place in these areas prior to the commencement of any development. • If development were to take place, the provision of on site open space would be a requirement. New employment land is proposed at the south of the town (BD117). New investment in the town would have knock-on positive effects for the town centre. National population figures are the starting point for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. The Council's evidence demonstrates a need for affordable housing in Biddulph and this is reflected in local policy (set out in the Core Strategy). The Council is required to seek to address this need. • Land has a Grade 4 Agricultural land classification. • Other suggested sites will be considered where they are not already included and cumulative impact of developing neighbouring sites will also be considered. 	
BD067C	120	3.9	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Where is access proposed from? Firwood road? Woodhouse Lane? Acceptable in principle subject to access design and provision of visibility and pedestrian access routes. Woodhouse Lane should be</p>	The proposed delivery of circa 120 dwellings is considered to have a significant positive effect. The site is accessible to existing services, facilities and areas of employment which is likely to have a positive	<ul style="list-style-type: none"> • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>improved on the frontage.</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent/Owner - Support development - available within 5 years. Consistent with Core Strategy - need for housing in Biddulph. Site is well enclosed, generally flat rising upwards to the east, open in nature, relates well to the urban area, development could take place without harming the character of the area. Land not important to the setting of the settlement (source: Landscape & Settlement Character Assessment), appropriate landscaping of new development would create a strong edge to the settlement. Sloping nature of site also presents opportunities for public open space provision and to reinforce and enhance existing wildlife corridors. If site is developed there would still be a distance of half a mile between the edge of Biddulph and Biddulph Moor. Development unlikely to creep any closer due to the rising land. The topography of the locality and the presence of existing development adjacent furthermore means that these sites would not be visible from Congleton Edge and Washington Close on the opposite side of the valley. The development would therefore not have an adverse impact on important views across the valley. Close proximity to local services and facilities - schools, regular public transport, close to the leisure centre, town centre less than a mile away so site is sustainably located. If schools are full then this can be addressed through financial contributions towards extended provision at application stage. In terms of highway safety appropriate access could be achieved onto Woodhouse Lane and the road network is capable of accommodating the growth in traffic. Flooding and drainage issues can be mitigated - site is not within a designated flood plain and not identified by Lead Local Flood Authority as having significant local flooding constraints. Utilities are close by for straightforward connection. Layout will not have an adverse impact on amenity of existing residents. In terms of ecology biodiversity benefits could be achieved through developing the site. Mining issues can be mitigated and would not make the site undeliverable.</p> <p>Public response 218 comments (including Biddulph North Residents Action Group) – all objections.</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Schools (Oxhey First & Woodhouse Academy are full and Biddulph High School is at the other end of town) 	<p>effect. However, the site's district ecological importance is considered to have a negative effect. Similarly, the development of greenfield land, grade 4 ALC and the site's proximity to heritage assets is also assessed as having a negative effect.</p>	<p>a number of options for delivering school capacity dependant on the sites selected to take forward.</p> <ul style="list-style-type: none"> The Highway Authority has no difficulties in principle with this development from their point of view. Public footpaths can be provided as part of a development scheme. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. The public footpaths are but they could be retained or re-directed as part of a development scheme. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues. Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents such as house types and densities will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> • Infrastructure - Traffic / Transport - concern about levels of school traffic from Oxhey First and Woodhouse Academy and highway safety in relation to this, concern about highway network coping with further development - Pennine Way / Firwood Road, Carriage Drive, Woodhouse Lane (too narrow and lack of public footpaths here), access would be through Firwood Road which is narrow and has a dangerous blind corner onto Pennine Way, A527 (main route for workers) is very congested, access onto A527 from Woodhouse Lane is difficult due to street opposite, no realistic option to improve Woodhouse Lane and Pennine Way, roads are aging and in a poor state of repair. • Infrastructure - Other - Existing infrastructure could not cope with new development, lack of open space in this area, sewerage system cannot cope with amount of new development, poor public transport on the estate, doctors and dentists could not cope with extra patients, lack of facilities for children. Public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - Concern about closing the gap between Biddulph and Biddulph Moor, east side of Biddulph is over-developed, loss of character of area. • Nature Conservation - squirrels, badgers, foxes, nesting bats, owls seen on site. • Flood Risk - existing drainage problems have caused flooding in adjacent properties, danger of surface water in wintry weather, surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. There is a potential flood risk at the side of Ribble Drive - there is a stream that runs from Biddulph Moor through Ribble Drive and down to the Leisure Centre which has not been correctly ducted at the bank of Ribble Drive. This same stream often floods the Leisure Centre. • Amenity - Noise from traffic and construction, potential air pollution, privacy - land rises and existing properties are mainly bungalows, loss of light / overshadowing, loss of fields for recreation and dog walking, increased crime. • Scale of development - totally unacceptable (assuming all suggested sites are developed), would fundamentally change local area. • Government Policy - Land is Green Belt and should be protected from development. • Other - Loss of existing public right of way, concern about mining history of area - sink hole appeared on site last year, land is farmland, are the new houses for residents of Biddulph or to fulfil a wider quota? Town centre is declining so residents will visit other towns for shopping, no more jobs are being created in the town so it will become a dormitory town, fill existing 		<ul style="list-style-type: none"> • It is not considered that development of this particular site would be out of proportion with its surroundings and it is very unlikely that all the sites put forward in the consultation within Biddulph North will be selected as preferred options. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study does not recommend releasing BD067c nor neighbouring sites (BD067a, BD067b, BD110 & BD134) from the Green Belt. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land over greenfield in all circumstances is not part of Government policy. • Public footpaths can be maintained or re-directed. • The distribution of development around the town will be considered as part of the selection of Preferred Options sites. • Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. • The Council is aware of mining issues which affect a number of green field sites around Biddulph and investigative work will take place in these areas prior to the commencement of any development. • New employment land is proposed at the south of the town (BD117). New investment in the town would have knock-on positive effects for the town centre. National population figures are the 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>vacant homes first, question accuracy of national population figures for Biddulph, lack of demand - houses on Uplands Mill have struggled to sell, development would reduce appeal of town, distance from the town centre of this site - residents would use cars and are likely to travel further afield to access larger variety of shops, need for new houses / flats in town centres, existing empty properties in town centres, proposal is contrary to Core Strategy transport policies, loss of appeal as visitor destination, consider brown field sites first (e.g. former Forge Colour Works on Congleton Road), site is outside town development boundary, loss of trees and hedgerows, query why fields around Woodhouse School have not been considered as they do not overlook other properties? BD071, BD071a, BD106 & BD156 are closer to the main town - it would also be easier and more suitable for access via the main bypass, SHLAA forms focus on one site only and don't consider implications arising from a number of neighbouring sites being developed and some arguments applicable to more than one site have only been used on one record but not others e.g. highway infrastructure, loss of wealth in Biddulph economy by residents moving away, Biddulph is known as a 'Garden Town', development may put off inward investors. Investigate alternatives BD140 and BD116 - closer to facilities, lower visual impact, would not add to flooding issues, direct access to bypass could be achieved.</p>		<p>starting point for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs.</p> <ul style="list-style-type: none"> • Land has a Grade 4 Agricultural land classification which means that it is poor quality. • Other suggested sites will be considered where they are not already included and cumulative impact of developing neighbouring sites will also be considered. 	
BD068	70	2.61	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable subject to access design and visibility splays. Access is likely to need to be close to the bridge in order to meet visibility standards. Footway should be provided on the frontage to connect to the existing footway. Possible improvements to Marsh Green Road/Congleton Road junction. May be appropriate to realign Marsh Green Road to provide visibility to plot BD087 if possible and if agreement can be reached between owners.</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>Developer/Agent/Owner Support development of this site. Propose a sustainable development to include sheltered housing compliant (subject to conditions) with Environmental Health, Environment Agency, United Utilities and Highway Authority requirements. Major supermarket less than one mile from site, churches and schools within easy walking distance, main line railway station at Congleton is just 4 miles away, close to A34 which connects to M6.</p>	<p>The proposed delivery of circa 70 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment. The site is also accessible to existing services and facilities which is likely to have a positive effect. However, the site's is located within a flood zone which is likely to have a significant negative effect. Similarly, the district ecological importance is considered to have a negative effect, as could the development of greenfield land, grade 4 ALC and the site's proximity to heritage assets is also assessed as having a negative effect.</p>	<ul style="list-style-type: none"> • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • The Highway Authority considers that this development is acceptable subject to detailed design issues. Public footpaths can be provided as part of a development scheme. Cumulative impact of several developments in this area would be assessed through a TA. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Where necessary, additional assessment work will be undertaken in line with Environment Agency requirements. Mitigation measures will be taken as part of the site development to address any surface water issues. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Public response 72 comments – 71 objections and 1 neutral.</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Oxhey First School, Woodhouse Academy and Biddulph High School are all full with limited opportunity for expansion. • Infrastructure - Traffic / Transport - Access to the site would be difficult - crosses a public footpath, Marsh Green Road, Portland Drive, Beaumont Close, Marsh Green Close and bridges cannot cope with more traffic - no footpaths on a large part of Marsh Green Road, narrow and no street lighting, dangerous for pedestrians and cyclists - it is not suitable for HGVs, Congleton Road junction with Woodhouse Lane / Marsh Green Road is dangerous, visibility problems - this would be made even worse if all proposed sites in this area were developed, pollution from extra traffic. • Infrastructure - Other - Local amenities are not sufficient for existing residents - doctors full, does water treatments works have the capacity for proposed new development? No access to local shops without car, Public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - site is part of a steep hillside so would be difficult to build on, loss of attractive landscape, negative impact on character of area. • Nature Conservation - Mature trees and abundant wildlife on site including newts, kingfishers, sparrow hawks, buzzards, foxes, badgers, squirrels, robins, wrens, swallows, blue tits, goldfinches, kestrel and jay. Site has also recorded roosts for Daubenton's Bats and Pipistrelle Bats. • Flood Risk - watercourse is prone to flooding, question whether adjacent land is unstable as it is constantly damp, potential issues obtaining home insurance for existing and future residents, development will increase surface water run off, Mow Lane floods, surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. • Amenity (e.g. noise, privacy, loss of light) - Too close to sewage works which can be noisy (works are carried out at night) and smelly, potential health hazard from flies, new residents would have a clear view of site in winter as much of screening is not evergreen, many of properties on Portland Drive are single storey so new development would be overbearing and detrimental to their amenity in terms of privacy and loss of light, extensive earthworks would be required which would be intrusive and noisy for residents. Refer to Government's document "Code 		<ul style="list-style-type: none"> • New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process and look at all preferred option sites suggesting mitigation measures where appropriate. The results will be incorporated into the Submission Version of the Local Plan. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • An odour assessment of the sewage works has been undertaken on behalf of an adjacent landowner and it concludes that the vast majority of the area is suitable for residential use (any which is not can be left undeveloped) and odour issues should not be viewed as a constraint to planning consent. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where 	

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			<p>of Practice on Odour Nuisance from Sewage Treatment Plants".</p> <ul style="list-style-type: none"> • Scale of development - too high. • Government Policy - Land is Green Belt and should be protected from development. • Other - Difficult to build on land due to high concentration of sewage pipes, site has been used for landfill in the past so query any public health risks, contamination from works running into Biddulph Brook, question whether development is economically viable, more appropriate to build next to bypass (e.g. BD071, BD071a) or on brownfield land, land is in use for grazing, new development generally has a poor appearance, no additional employment proposed, town centre is declining, lack of demand for additional housing - housing on Uplands Mill is not selling, will attract in-migration, increased social problems from social housing, Gillow Heath area will be taking majority of houses, Core Strategy contradicts itself - talks about protecting open space, previous planning application refused, residents do not understand abbreviations used on SHLAA form and would like to see information landowner has provided to Council, poor awareness of consultation - expect to be written to personally about developments affecting them, comments form has too much technical language with residents struggling to understand it, need for new houses / flats in town centres, existing empty properties in town centres. 		<p>minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends considering release of BD068 from the Green Belt.</p> <ul style="list-style-type: none"> • The landowner has undertaken some initial assessments and considers that the site is viable for development. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Sites BD071 and BD071a have been included as potential allocations. Prioritising brown field land over greenfield in all circumstances is not part of Government policy. • The land has no agricultural land classification as it is classified as being within the urban area. • New development would need to follow the Council's design policies, which will be the subject of consultation as part of the Local Plan production process. • New employment land is proposed at the south of the town (BD117). New investment in the town would have knock-on positive effects for the town centre. • The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. The Council's evidence demonstrates a need for affordable housing in Biddulph and this is reflected in local policy (set out in the Core Strategy). The Council is required to seek to address this need. The distribution of development around the town will be considered as part of the selection of Preferred Options sites. • If development were to take place, the provision of on site open space would be a requirement. • The previous planning history of a site, particularly from over 20 years ago (1991 in this case) is not a good indicator as to whether a site is acceptable at this time as circumstances and policies will have changed over time. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<ul style="list-style-type: none"> Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. 	
BD069	30	1.02	<p>Statutory bodies/stakeholders:</p> <p>National Trust - This would entail the destruction of the remains of the kitchen garden at Knypersley Hall. While the Trust has no direct involvement in Knypersley Hall, the house was the former home of James Bateman – who created the gardens at Biddulph Grange which are in our protective ownership. The significance of the Knypersley gardens is recognized in the 2010 Historic Environment Character Assessment jointly published by Staffordshire Moorlands District Council and Staffordshire County Council. This notes that the Hall is listed grade II* and the stable and coach house grade II. While the character much of the historic parkland associated with Knypersley Hall has changed in the 20th century, some remains of the walled garden survive. These have heritage value in themselves and contribute to the settings of the nearby listed buildings. The National Trust considers that development of the walled garden would cause unnecessary harm to heritage assets and should be resisted.</p> <p>SCC Highways - Not directly connected to the highway. Spur road off Conway Road (Colwyn Drive) is private and should be brought up to adoptable standard. Access onto Conway Road is good.</p> <p>Leek and Moorlands Historic Buildings Trust - BD069 is the former kitchen garden of Knypersley Hall (Listed Grade II*). It is currently extremely overgrown and therefore difficult to assess. A decade ago various historic structures still survived here so the site will need careful clearance and detailed assessment in advance of any proposed development.</p> <p>Developer/Agent/Owner Support development of site - immediately available, consider it is brownfield, site approximately 1km from town centre and close to Biddulph High School, Mill Hayes playing field and in a residential area. Garden centre closed in 2003, site now derelict, surrounded by security fencing to prevent further vandalism, edge of site is well defined and visually contained by trees and soft landscaping along the boundaries, opportunity to improve Orme Road, no major constraints. Content of NPPF and Core Strategy would not preclude development.</p> <p>Public response 16 comments – 11 supports, 5 objections.</p> <p>Issues Raised:</p> <p>Objections:</p>	<p>The proposed delivery of circa 30 dwellings is considered to have a significant positive effect. The site is also accessible to existing employment areas which is likely to have a positive effect. However, the site's proximity to historic assets is assessed as having a significant negative effect. The development of greenfield land and its location within a flood zone is also assessed as having a negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Amenity – issues such as overlooking and house types as well as other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. This site is not identified as being within a flood plain. Mitigation measures will be taken as part of the site development to address any surface water issues. The scale of development is not an absolute figure at this stage, it is merely an indication. On-site constraints may reduce this figure. The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate 	

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			<ul style="list-style-type: none"> • Infrastructure - Schools are full • Infrastructure - Traffic / Transport - congestion on Conway Road if this and neighbouring site is developed, Orme Road could not cope • Infrastructure - Other - no parks locally, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Nature Conservation - as the site is next to a lake would expect it to have ecological interest. • Flood Risk - the site is next to a lake, has an abundance of wells, naturally occurring springs and a very high water table so concerned about the effects of sinking further foundations into land of this nature and the proximity of the lake. • Amenity (e.g. noise, privacy, loss of light) - concern about house types - mainly bungalows in this area, do not want youngsters hanging around the streets at night, area is currently quiet • Scale of development - 30 dwellings is overdevelopment, no possibility of adequate parking. • Listed Building / Conservation Area - Historic Landscape Character Assessment recommends that development in this area is inappropriate. James Bateman grew up at Knypersley Hall. Study considers that there is good potential for restoring and/or conserving the heritage assets which contribute to the zones historic character, the walled garden and other structures within BD069 would be an ideal place to begin that restoration. Past owners have removed the historic wall. Council should enforce the recommendations of English Heritage so that the site is brought back to its original state and conserved for future generations. This site should have been added to the Staffordshire Moorlands Local Heritage Register a long time ago to prevent it getting into its current state of disrepair. • Government Policy - Land is Green Belt • Other - Concerned about the type of people who will occupy the houses, need for new houses / flats in town centres, existing empty properties in town centres, 30 houses on this site will not make a significant contribution to Biddulph's housing needs. <p>Support:</p> <ul style="list-style-type: none"> • Infrastructure - Close to schools • Infrastructure - Traffic / Transport - opportunity to repair and adopt the road • Infrastructure - Other - Close to amenities • Landscape - will enhance current landscape • Flood Risk - no flood risk • Amenity (e.g. noise, privacy, loss of light) - site has been a target for arson and vandalism in its current 		<p>the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends considering the release of BD069 from the Green Belt.</p> <ul style="list-style-type: none"> • Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. Brown field sites close to the town centre have also been suggested for housing but there are not enough of these to meet Biddulph's housing requirement to 2031. • The site formerly served as the kitchen gardens to Knypersley Hall. Knypersley Hall was Listed Grade II* in 1984 in recognition of its architectural importance and connection with James Bateman who developed a landscaped garden here and carried out botanical investigation prior to moving to Biddulph Grange. The walled garden is likely to retain features of historic interest worthy of preservation. The historic structures on this site will not be covered by the Knypersley Hall Listing as the site was already in separate ownership at the time of Listing. Residential development of the site has the potential to assess the historic significance of the site and surviving structures and provide funding for conservation repair and enhancement. Development would need to be sensitively sited/designed to preserve heritage significance. • The Council is commissioning a heritage impact assessment for all the sites selected by the Council as Preferred Options for development and this work will be done under the guidance of Heritage England. The work is expected to be completed this summer and will inform the Council as to which sites are appropriate to take forward into its final draft of the plan the 'Submission Version'. 	

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			<p>state, current security fencing gives an industrial appearance, no site pollution</p> <ul style="list-style-type: none"> Listed Building / Conservation Area - Listed items like the walls and well could be included in the development to retain its character Government Policy - Brown Field Site, Site is not Green Belt Other - site has been derelict for around a decade, development would improve the area, site is in a residential area, site is immediately available, considered to be suitable for executive housing. 			
BD083	40	1.71	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable subject to access design, pedestrian routes and visibility splays. Marsh Green Road should be improved on the frontage. Pedestrian links to Gillow Heath and Biddulph should be considered.</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>Developer/Agent/Owner - Support development of site. Although schools are oversubscribed, this site alone is unlikely to significantly exacerbate this, County Highways consider that safe access to this site is achievable, could achieve a safe pedestrian route from the main road, over the Staffordshire Way and into Well Lane / Gillow Heath, site is low grade agricultural land, unsuitable as public open space, no trees with preservation orders on the site - the trees screening the site from the sewage works would be retained, hedgerow and wall around site would be retained as far as possible, the stream near the site would facilitate surface water drainage without creating a problem for other properties. Small part of site is flood plain, no adjacent properties to the site, popular residential area, development would be no closer to sewage works than existing development, low density development is proposed on this site, compliant with NPPF policy, a small number of parking spaces could be included on the site to improve safety for walkers, suitable for on-site renewable energy.</p> <p>Public response 34 comments – 33 objections, 1 support.</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Schools - Oxhey First and Woodhouse Academy are full. Infrastructure - Traffic / Transport - difficult access, Marsh Green Road and bridges cannot cope with more traffic especially HGVs - too narrow, junction on Congleton Road with Woodhouse Lane and Marsh Green Road is already dangerous for traffic, pedestrians, dog walkers, cyclists and horse riders, 	<p>The proposed delivery of circa 40 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. The site is also accessible to existing services and facilities which is likely to have a positive effect. However, the site is located within a flood zone which is likely to have a significant negative effect. The development of greenfield land, grade 4 ALC and the site's proximity to heritage assets and an LNR are assessed as having a negative effect.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority considers that this development is acceptable subject to detailed design issues. Public footpaths can be provided as part of a development scheme. Cumulative impact of several developments in this area would be assessed through a TA. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Where necessary, additional assessment work will be undertaken in line with Environment Agency requirements. Mitigation measures will be taken as part of the site development to address any surface water issues. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. 	

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			<p>has no footpaths and not wide enough to provide any, cumulative impact on transport network of developing all sites put forward in this area.</p> <ul style="list-style-type: none"> Infrastructure - Other - Lack of available amenities e.g. doctors, dentists, if developed alongside other sites utilities (particularly sewage works) would not be able to cope, no public transport in this area so no access to shops without a car, town centre would need more car parks, supermarkets, a decent ironmongers and a DIY store, the library would need more PCs and more books, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. Landscape - The topography is very difficult in that the land slopes steeply to the north east, spoil natural beauty / character of area Nature Conservation - There is a partially filled in pond, which is home to frogs and other amphibians, near the boundary at Marsh Green Road, opposite Marsh Green Farm, loss of trees and hedgerows, reduced habitat for other wildlife - badgers, foxes, bats, ducks, rabbits and a variety of birds. Flood Risk - Prone to flooding, next to stream, wet ground conditions, potential problems obtaining home insurance, surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. Amenity (e.g. noise, privacy, loss of light) - Too close to sewage works which is prone to noise, smell and insects and not heavily screened during winter. Refer to the governments "Code of Practice on Odour Nuisance from Sewage Treatment Plants". Loss of amenity and privacy for existing residents. Scale of development - over-development. Government Policy - Land is Green Belt and should be protected from development. Other - Query whether development would be cost effective taking into account constraints, much better areas which could cope with the traffic and increased population such as BD071, BD071a (next to the bypass), develop brownfield sites first, no employment in Gillow Heath, town centre is declining, need for new houses / flats in town centres, existing empty properties in town centres, decision should be taken by local people who know the area, loss of agricultural land, risk of contamination of Biddulph Brook when construction taking place, anti-social behaviour, query accuracy of national population projections, lack of demand - units at Uplands Mill are not selling, will attract in-migration, negative impacts of social housing, residents do not understand abbreviations used on SHLAA form and would like to see information landowner has provided to Council, poor awareness of consultation - expect to be written to personally about developments affecting them. 		<ul style="list-style-type: none"> The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. An odour assessment of the sewage works has been undertaken on behalf of an adjacent landowner and it concludes that the vast majority of the area is suitable for residential use (any which is not can be left undeveloped) and odour issues should not be viewed as a constraint to planning consent. The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends that BD083 is not released from the Green Belt. The landowner has undertaken some initial assessments and considers that the site is viable for development. The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Sites BD071 and BD071a have been included as potential allocations. Prioritising brown field land over greenfield in all circumstances is not part of Government policy. The land has an agricultural classification of Grade 4 which means that it is poor quality. New employment land is proposed at the south 	

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					<p>of the town (BD117). New investment in the town would have knock-on positive effects for the town centre.</p> <ul style="list-style-type: none"> National population figures are the starting point for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. The Council's evidence demonstrates a need for affordable housing in Biddulph and this is reflected in local policy (set out in the Core Strategy). The Council is required to seek to address this need. The distribution of development around the town will be considered as part of the selection of Preferred Options sites. Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. 	
BD087	25	0.94	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Visibility splays of 2.4m x 90m are required at Beaumont road onto Marsh Green Road. These cannot be provided without third party land. If this site is to be developed, an alternative access must be provided, or land acquired. There is a public right of way between Beaumont Close and the plot. Could Marsh Green Road be realigned into plot BD068?</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>Developer/Agent/Owner Support development of this site. Compliant (subject to conditions) with Environmental Health, Environment Agency, United Utilities and Highway Authority requirements. Major supermarket less than one mile from site, churches and schools within easy walking distance, main line railway station at Congleton is just 4 miles away, close to A34 which connects to M6.</p> <p>Public response 46 comments – all objections.</p> <p>Issues raised:</p> <ul style="list-style-type: none"> Infrastructure - Schools oversubscribed. Infrastructure - Traffic / Transport - difficult access from Beaumont Close - previously refused as access when considering site for extension to graveyard (also would have to cross a public footpath and difficult HGV access, safety risk - no pavements in close, impassable in icy conditions) or over Biddulph Brook, 	<p>The proposed delivery of circa 25 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment. The site is also accessible to existing services and facilities which is likely to have a positive effect. However, the site is located within a flood zone which is likely to have a significant negative effect. The development of greenfield land, grade 4 ALC and the site's proximity to heritage assets and an LNR is likely to have a negative effect, as could the site's district ecological importance.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority considers that this development is acceptable subject to detailed design issues. The landowner considers that the issue of access to the site can be resolved and discussions with the highway authority have been held. Public footpaths can be provided as part of a development scheme. Cumulative impact of several developments in this area would be assessed through a TA. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. Rights of access in relation to the site is a matter to be resolved by the landowner and the other parties involved. United Utilities has advised that if appropriate measures for surface water disposal are 	

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			<p>Marsh Green Road and bridges cannot cope with more traffic especially HGVs - too narrow, junction on Congleton Road with Woodhouse Lane and Marsh Green Road is already dangerous for traffic, pedestrians, dog walkers, cyclists and horse riders, has no footpaths and not wide enough to provide any, cumulative impact on transport network of developing all sites put forward in this area, Congleton Road already very busy, traffic pollution.</p> <ul style="list-style-type: none"> • Infrastructure - Other - amenities are not sufficient for current residents - how would emergency services, doctors and dentists cope? No public transport so no access to shops without a car, does sewage works have capacity? A number of drainage pipes run under this site from properties on Congleton Road which are legally agreed and have right of access plus would also require access to maintain existing rear fencing. As site is lower than sewage works, waste from new houses would be pumped up but if pumping facility in flood plain, could result in raw sewage entering the brook, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - destroy natural beauty of the area. • Nature Conservation - detrimental impact on flora and fauna - ducks and herons use the riverbank, badgers and foxes present on site, bats, frogs, toads, thrush, stoats, squirrels etc. plus loss of trees. • Flood Risk - Prone to flooding - partial floodplain, next to stream, wet ground conditions, potential problems obtaining home insurance, concern about who would be financially liable if any properties on this site flood in future - would it be the District Council? Surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. • Amenity (e.g. noise, privacy, loss of light) - Too close to sewage works which is prone to noise, smell and insects and not heavily screened during winter. Refer to Government's "Code of Practice on Odour Nuisance from Sewage Treatment Plants". Loss of amenity in terms of light, noise and privacy for existing residents, over-bearing and oppressive impact on houses in Beaumont Close. • Scale of development - overdevelopment, out of character with local area. • Government Policy - Land is Green Belt and should be protected from development. Not in line with NPPF re: protect and enhance natural, built and historic environment helping to improve biodiversity, use of natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy. • Other - Query whether development would be cost effective taking into account constraints, loss of 		<p>included within development schemes then there should be no detrimental impact on the capacity of their infrastructure.</p> <ul style="list-style-type: none"> • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Where necessary, additional assessment work will be undertaken in line with Environment Agency requirements. Mitigation measures will be taken as part of the site development to address any surface water issues. • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process and look at all preferred option sites suggesting mitigation measures where appropriate. The results will be incorporated into the Submission Version of the Local Plan. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • Amenity – issues such as loss of light, noise and privacy as well as other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • An odour assessment of the sewage works has been undertaken on behalf of an adjacent landowner and it concludes that the vast majority of the area is suitable for residential use (any which is not can be left undeveloped) and odour issues should not be viewed as a constraint to planning consent. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning 	

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			<p>agricultural land, use brownfield sites instead, Contamination of Biddulph Brook by construction work is a concern, fear of crime, lack of demand - units at Uplands Mill are not selling, concerns about in-migration, SHLAA forms focus on one site only and don't consider implications arising from a number of neighbouring sites being developed and some arguments applicable to more than one site have only been used on one record but not others e.g. highway infrastructure, loss of wealth in Biddulph economy by residents moving away, Biddulph is known as a 'Garden Town', development may put off inward investors, no additional jobs proposed, town centre is declining, need for new houses / flats in town centres, existing empty properties in town centres, concern about anti-social behaviour from residents of social housing, residents do not understand abbreviations used on SHLAA form and would like to see information landowner has provided to Council, poor awareness of consultation - expect to be written to personally about developments affecting them.</p>		<p>guidance). This study recommends that BD087 is considered for release from the Green Belt.</p> <ul style="list-style-type: none"> The landowner has undertaken some initial assessments and considers that the site is viable for development. The land has an agricultural land classification of grade 4 which means that it is poor quality. The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Sites BD071 and BD071a have been included as potential allocations. Prioritising brown field land is no longer part of Government policy. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. Cumulative impact of developing a number of sites in one area is and will continue to be considered as part of the process, particularly in terms of transport and infrastructure. New employment land is proposed at the south of the town (BD117). New investment in the town would have knock-on positive effects for the town centre. The Council's evidence demonstrates a need for affordable housing in Biddulph and this is reflected in local policy (set out in the Core Strategy). The Council is required to seek to address this need. Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. 	
BD109 & BD118	32	0.77	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Likely to be acceptable subject to access design and visibility splays. May be appropriate to develop in tandem with BD144.</p> <p>Developer/Agent/Owner – Land available. Owner has rights of access over current access point and an option to purchase it, land is in a suitable location and has a realistic prospect of delivery, would remove a non-conforming land use, would reduce the number of vehicle movements along</p>	<p>The proposed delivery of circa 26 dwellings is considered to have a significant positive effect. The site is also accessible to existing services, facilities and areas of existing employment as well as being located away from historic assets and a SSSI and LNR, as well as the site's low ecological value is likely to have a positive effect. However, the development of greenfield is assessed</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. 	

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			<p>the access road and improve safety, paddock and grassland adjacent to building is previously developed as a brick works though none of structures are present now, due to its quality it is not suitable for agricultural use, site does not have any special landscape qualities, is well related to the urban area and screened from the more open land to the west and north, landowner of BD109 fully supports a residential allocation and could be developed alongside site BD118 to provide an access onto Towerhill Road. Owner would be willing to bring site forward in conjunction with neighbouring BD144 (which is in separate ownership).</p> <p>Public response 16 comments – 15 objections and 1 support</p> <p>Issues raised:</p> <p>Objections:</p> <ul style="list-style-type: none"> • Infrastructure - Schools - new school needed as schools are full. • Infrastructure - Traffic / Transport - road network around site would need improving - Brook Street / Towerhill Road junction and Newpool Road / Towerhill Road junction as well as bridge on Newpool Road, existing congestion at the local surrounding schools during leaving and arrival times and the rush hour - queues at the traffic lights at Knypersley cross roads, speeding traffic a problem • Infrastructure - Other - doctor's are full, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - unsightly and would block the view to Mow Cop • Nature Conservation - detrimental impact on local wildlife • Flood Risk - threat of flooding would increase - drains cannot currently cope • Amenity (noise and dust associated with building work, privacy, loss of light) - negative impact on quality of life of existing residents • Government Policy - Land is Green Belt and should be protected. • Other - there are other alternatives - Suitable sites would be BD071 + BD071A + BD106 + BD156, these are better suited as the road can cope with volume of traffic as it lines the Bypass, use brownfield sites instead, Biddulph does not need more housing, need more business units to create jobs for existing residents, need for new houses / flats in town centres, existing empty properties in town centres. <p>Support</p> <ul style="list-style-type: none"> • Scale of development - correct scale, would not impact on local area especially with properties 	<p>as having a negative effect.</p>	<ul style="list-style-type: none"> • The Highway Authority considers that this development is acceptable subject to detailed design issues. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues. • Amenity – issues such as loss of light, noise and privacy as well as other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends that BD109 & BD118 are not released from the Green Belt. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>adjacent and across the road</p> <ul style="list-style-type: none"> Other - Would benefit the area if developed for low cost housing, especially as they are to the west of Biddulph closer to employment areas. 		<p>so green field sites also need to be included. Sites BD071 and BD071a have been included as potential allocations.</p> <ul style="list-style-type: none"> The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. New employment land is proposed at the south of the town (BD117). New investment in the town would have knock-on positive effects for the town centre. Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. 	
BD110	50	1.7	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Doesn't appear to be directly connected to the highway. How will access be achieved? Extension to Plover Drive would be acceptable subject to land.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 191 comments (including Biddulph North Residents Action Group) – 190 objections and 1 support.</p> <p>Objections:</p> <ul style="list-style-type: none"> Infrastructure - Schools - Oxhey First School and Woodhouse Academy full and have limited capacity for extension. Infrastructure - Traffic / Transport - danger of increasing traffic to pedestrians especially children, narrow estate roads, congestion and pollution, dangerous site access, junction of Woodhouse Lane / A527 is already congested and dangerous, Firwood Road - a potential access point is a small, narrow cul-de-sac as are Plover Drive and Blackbird Way, school traffic already creates congestion, roads are hazardous in wintry weather. Infrastructure - Other - Inadequate sewerage system to cope with new development, lack of open space on estate and lack of public transport, lack of facilities for children, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. Landscape - rising elevation, provides separation and views between Biddulph and Biddulph Moor. Nature Conservation - rich in wildlife - foxes, badgers, rabbits, bats, owls, woodpeckers, buzzards and a variety of other birdlife. Flood Risk - flooding in Plover Drive during heavy rainfall. Water runs off the field and also in two diagonal 'underground' water courses. Properties in 	<p>The proposed delivery of circa 50 dwellings is considered to have a significant positive effect. The site is also accessible to existing services, facilities and areas of existing employment as well as being located away from historic assets and a SSSI and LNR, as well as the site's low ecological value is likely to have a positive effect. However, the development of greenfield land is assessed as having a negative effect.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority has no difficulties in principle with this development provided that a suitable access can be achieved. Public footpaths can be provided as part of a development scheme. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the 	

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			<p>Pennine Way, Firwood Road, Blackbird Way and Woodhouse lane have suffered issues with flooding in previous years, further development will exacerbate this problem, surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds.</p> <ul style="list-style-type: none"> • Amenity (noise - disturbance to existing residents from construction traffic, loss of privacy, loss of light, loss of views) erosion of rural look and feel of estate. • Scale of development is too high • Government Policy - Green Belt land should be protected • Other - too far from Town Centre, Town Centre is declining and building here will result in more car journeys out of town for shopping, need for new houses / flats in town centres, existing empty properties in town centres, town is off-set to east and proposals shift Biddulph even further east, non-greenbelt sites should be developed first - particularly brownfield sites, development should take place within existing town boundaries, sites BD071, BD071a, BD106 & BD156, BD116, BD140 are closer to the main town, bypass and Potteries for employment, lower visual impact, would not add to flooding issues, direct access to bypass could be achieved, no more jobs proposed so new residents will be commuters and town will be dormitory, fill existing vacant homes first, national population growth figures may not be accurate, lack of demand for housing on Uplands Mill site - more social housing, increased crime, east side of town has had its fair share of development, fields are unstable due to mining - large sinkhole opened up last year, contradict Core Strategy transport policies, loss of agricultural land and right of way, undermines the town's status as the garden town of the Moorlands, SHLAA forms focus on one site only and don't consider implications arising from a number of neighbouring sites being developed and some arguments applicable to more than one site have only been used on one record but not others e.g. highway infrastructure, loss of wealth in Biddulph economy by residents moving away, development may put off inward investors. 		<p>site selection process.</p> <ul style="list-style-type: none"> • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues. • Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents such as house types and densities will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. • It is not considered that development of this particular site would be out of proportion with its surroundings and it is very unlikely that all the sites put forward in the consultation within Biddulph North will be selected as preferred options. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study does not recommend releasing BD110 nor neighbouring sites (BD067a, BD067b, BD067c & BD134) from the Green Belt. • New investment in the town would have knock-on positive effects for the town centre. • Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough 	

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					<p>brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land is no longer part of Government policy.</p> <ul style="list-style-type: none"> • New employment land is proposed at the south of the town (BD117). • National population figures are the starting point for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. • The distribution of development around the town will be considered as part of the selection of Preferred Options sites and cumulative impact of developing neighbouring sites will also be considered. • The Council is aware of mining issues which affect a number of green field sites around Biddulph and investigative work will take place in these areas prior to the commencement of any development. • Land has a Grade 4 Agricultural land classification which means that it is poor quality. Public footpaths can be maintained or re-directed. 	
BD131B	80	2.72	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Transport Assessment will be required. Possible improvements to Conway Road/Park Lane and Conway Road/A527 may be required dependent on TA.</p> <p>Developer/Agent/Owner – Land not available.</p> <p>Public response 10 comments – 8 objections and 2 support</p> <p>Issues raised:</p> <p>Objections:</p> <ul style="list-style-type: none"> • Infrastructure - Traffic / Transport - limited access onto site (single gate from Harlech Drive), resultant traffic levels on Conway Road would preclude development, road is narrow, there is a lack of drainage on the lower section and it is impassable in wintry weather. • Infrastructure - Other - Public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - the cricket ground is beautiful and 	<p>The proposed delivery of circa 80 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment. The site is also accessible to existing services and facilities which is likely to have a positive effect. However, the site is located within a flood zone which is likely to have a significant negative effect. The development of greenfield land is assessed as having a negative effect, as could the site's proximity to historic assets.</p>	<ul style="list-style-type: none"> • A Transport Assessment will take place at an appropriate time if this site is progressed. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, 	

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			<p>scenic, could ruin the character of the village.</p> <ul style="list-style-type: none"> Nature Conservation - impact on wildlife - including grey herons, buzzards and oyster catchers. Flood Risk Amenity (e.g. noise, privacy, loss of light) - loss of visual amenity, increased congestion and noise, Under the Human Rights Act, in particular Protocol 1, Article 1. States that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land. Government Policy - Land is Green Belt and part of the open countryside, conflicts with Core Strategy policies C1, SO9 and para. 7.56 Other - encroachment onto public open space, land is privately owned by residents of Conway Road who do not wish to release it for development, loss of grassland as cattle feed, query agricultural land classification of site? need for new houses / flats in town centres, existing empty properties in town centres, Concerned about complicated response form and requirement to complete one form for each site is overly onerous. <p>Support:</p> <ul style="list-style-type: none"> Other - Good location to build some good quality houses in a nice setting which will sell quickly. 		<p>the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues.</p> <ul style="list-style-type: none"> Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. The Council has carefully considered the case of Britton and has concluded that the site selection process does not contravene Article 8 (as it now is) of the Human Rights Act 1998. The local plan process which is being followed is in accordance with the law and is not one which determines or directly affects an arguable civil right (see the case of Bovis Homes Ltd v New Forest District Council [2002] EWHC 483). The grant or refusal of planning permission would qualify (as in the Britton case) because it has direct consequences for a landowner. The local plan process is subject to a statutory process which allows for objections to be made and considered before adoption takes place. Once adopted it does not of itself determine property rights, even though it might be highly influential on the outcome of a planning application, because there always remains a discretion to the decision-maker. A local plan once adopted does not affect the current use or enjoyment of land; nor the right to seek planning permission; nor ownership rights. The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends releasing site BD131b from the Green Belt. The agricultural land classification of the land is either urban or grade 4 which means poor quality. (The site is located at the edge of these designations and it is difficult to determine which applies). 	

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					<ul style="list-style-type: none"> Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land is no longer part of Government policy. 	
BD134	40	1.29	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Extension to Blackbird way would likely be appropriate, if land is available.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 188 comments (including Biddulph North Residents Action Group) – all objections</p> <p>Issues raised:</p> <ul style="list-style-type: none"> Infrastructure - Schools - Oxhey First School is full. Infrastructure - Traffic / Transport - danger of increasing traffic to pedestrians especially children, narrow estate roads, congestion and pollution, unsuitable site access - Blackbird Way which is too narrow and vehicles are often double parked, difficult HGV access, junction of Woodhouse Lane / A527 is already congested and dangerous, school traffic already creates congestion, roads are hazardous in wintry weather. Infrastructure - Other - lack of open space on estate, poor existing public transport links, Inadequate sewerage system to cope with new development, lack of facilities for children, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. Landscape - Erosion of separation and views between Biddulph and Biddulph Moor. Nature Conservation - loss of habitat for squirrels, badgers, owls and foxes. Flood Risk - concern about existing and future surface water run off, properties in Pennine Way, Firwood Road, Blackbird Way and Woodhouse lane have suffered issues with flooding in previous years, further development will exacerbate this problem. Site has underground water courses present, sloping downhill towards Blackbird Way, surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. 	<p>The proposed delivery of circa 40 dwellings is considered to have a significant positive effect. The site is also accessible to existing services, facilities and existing areas of employment is likely to have a positive effect, as could its distance away from historic assets. However, the development of greenfield land, grade 4 ALC is assessed as having a negative effect, as could the site's location within a flood zone 2 and 3 area and the district ecological importance of the site.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority has no difficulties in principle with this development provided that a suitable access can be achieved. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues. United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then 	

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			<ul style="list-style-type: none"> • Amenity (e.g. noise, privacy, loss of light) - Concern about visual impact of new development as it would be at a higher level than existing development - implications for privacy, erosion of rural look and feel of estate. • Scale of development - proposed density considered too high • Government Policy - Green Belt land should be protected • Other - town is off-set to east and proposals shift Biddulph even further east, too far from Town Centre, Town Centre is declining and building here will result in more car journeys out of town for shopping, no extra jobs proposed so new residents will be commuters and town will be dormitory, increased crime, houses should be built in the south of the town for better access to jobs in the Potteries, non-greenbelt sites should be selected, fill existing vacant homes first, need for new houses / flats in town centres, development should take place within existing town boundaries, other areas of Biddulph are better suited, sites BD071, BD071a, BD106 & BD156, BD116/BD140 are closer to the main town and bypass, closer to facilities, lower visual impact, would not add to flooding issues, direct access to bypass could be achieved, this side of town has seen its fair share of development, fields are unstable due to mining - large sinkhole opened up last year, national population growth figures may not be accurate, lack of demand for housing on Uplands Mill site, contradict Core Strategy transport policies, undermines the town's status as the garden town of the Moorlands, SHLAA forms focus on one site only and don't consider implications arising from a number of neighbouring sites being developed and some arguments applicable to more than one site have only been used on one record but not others e.g. highway infrastructure, loss of wealth in Biddulph economy by residents moving away, development may put off inward investors. 		<p>there should be no detrimental impact on the capacity of their infrastructure.</p> <ul style="list-style-type: none"> • Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents such as house types and densities will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • It is not considered that development of this particular site would be out of proportion with its surroundings and it is very unlikely that all the sites put forward in the consultation within Biddulph North will be selected as preferred options. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study does not recommend releasing BD134 nor neighbouring sites (BD067a, BD067b, BD067c & BD110) from the Green Belt. • New investment in the town would have knock-on positive effects for the town centre. Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land is no longer part of Government policy. • New employment land is proposed at the south of the town (BD117). • National population figures are the starting point 	

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					<p>for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs.</p> <ul style="list-style-type: none"> The distribution of development around the town will be considered as part of the selection of Preferred Options sites and cumulative impact of developing neighbouring sites will also be considered. The Council is aware of mining issues which affect a number of green field sites around Biddulph and investigative work will take place in these areas prior to the commencement of any development. 	
BD138A	94	3.7	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable subject to access design, provision of adequate visibility and likely improvement of local roads and junctions. The square of land adjacent to number 80 Mow Lane is in separate ownership to the majority of this plot (from previous applications 12/01335 and 05/00409) In order to provide adequate visibility it is crucial that these plots are combined as BD138a and come forward to application together. Wedgwood Lane should be improved between plots 138a and 138b.</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent/Owner - Support development of site, adjacent to urban area, available immediately, no legal constraints, interest from development industry, no costly ground conditions, no contamination, contribution to affordable housing and other local infrastructure needs, clear and defensible boundary to its western and northern edge, preliminary highway and transport report does not raise any issues, limited visual impact, Coal Mining and Brine Subsidence Claim report which does not raise any technical or ground objections to development taking place on the site, public footpath across site can be retained or re-provided as part of scheme, no known flood issue on or near to site, no known or significant ecological interests, well served by utilities.</p> <p>Public response 19 comments – all objections.</p> <p>Issues raised:</p>	<p>The proposed delivery of circa 90 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment. The site is also accessible to existing services and facilities which is likely to have a positive effect, as could its low biodiversity value of the site. However, the development of greenfield land, grade 4 ALC is assessed as having a negative effect, as could the site's location near to historic assets.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority has no difficulties in principle with this development provided that appropriate highway standards can be achieved. Cumulative development in this area would need to be assessed through a TA. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The land in question is highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment would need to be undertaken if this site progresses. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, 	

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			<ul style="list-style-type: none"> • Infrastructure - Schools are at capacity. • Infrastructure - Traffic / Transport - Mow Lane and Well Lane are both small country roads which are narrow and struggle with the amount of traffic already at times, roads impassable in wintry weather, no pavements beyond Wedgwood Lane junction and little street lighting, poor junction with Congleton Road - already dangerous - highway network would need upgrading. • Infrastructure - Other - limited, sewage works would have to be enlarged, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - Development will alter the special historic landscape this area is valued for. This site is beyond the defensible boundary of the town and forms part of the open countryside. • Nature Conservation - loss of hedgerows, impact on wildlife - foxes, badgers, bats, buzzards, barn owls. • Flood Risk - Mow Lane suffers from flooding, surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. • Amenity (e.g. noise, privacy, loss of light) - will spoil area's natural beauty and character, loss of resource for local residents and views, under the Human Rights Act, in particular Protocol 1, Article 1. - states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land. • Scale of development - too much development proposed in Gillow Heath area. • Government Policy - Green Belt land should be protected. Also not in line with Core Strategy para. 7.56 and Policies SO9 and C1. • Other - BD071, BD071a could cope better with the traffic and increased population, also use other non-greenbelt sites and brownfield sites first e.g. four mills, the Forge colour works, two redundant garden nursery sites, need for new houses / flats in town centres, existing empty properties in town centres, loss of public footpath, historic mining on site, town centre is declining, no more jobs being created, new residents will commute creating a dormitory town, figures for population growth are national not local - houses at Uplands mill not selling, query value of land for agriculture. Consultation form is too complicated, requirement to complete a separate form for each site too onerous. 		<p>the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues.</p> <ul style="list-style-type: none"> • United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. • Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents such as house types and densities will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The Council has carefully considered the case of Britton and has concluded that the site selection process does not contravene Article 8 (as it now is) of the Human Rights Act 1998. The local plan process which is being followed is in accordance with the law and is not one which determines or directly affects an arguable civil right (see the case of Bovis Homes Ltd v New Forest District Council [2002] EWHC 483). The grant or refusal of planning permission would qualify (as in the Britton case) because it has direct consequences for a landowner. The local plan process is subject to a statutory process which allows for objections to be made and considered before adoption takes place. Once adopted it does not of itself determine property rights, even though it might be highly influential on the outcome of a planning application, because there always remains a discretion to the decision-maker. A local plan once adopted does not affect the current use or enjoyment of land; nor the right to seek planning permission; nor ownership rights. • It is not considered that development of this particular site would be out of proportion with its surroundings and it is very unlikely that all the sites put forward in the consultation within this area will be selected as preferred options. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate 	

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					<p>the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study does not recommend releasing BD138a nor neighbouring sites (BD064 and BD138b) from the Green Belt.</p> <ul style="list-style-type: none"> The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land is no longer part of Government policy. Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. Public footpaths can be retained in situ or re-directed as part of new development. The Council is aware of mining issues which affect a number of green field sites around Biddulph and investigative work will take place in these areas prior to the commencement of any development. New investment in the town would have knock-on positive effects for the town centre. New employment land is proposed at the south of the town (BD117). National population figures are the starting point for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. The agricultural land classification of the site is grade 4 which means that it is poor quality. 	
BD138B	76	2.6	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Acceptable subject to adequate visibility and access design. May require improvement of local roads. Wedgwood Lane should be improved between plots 138a and 138b</p>	<p>The proposed delivery of circa 76 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment. The site is also accessible to existing services and facilities which is likely to have a positive effect. However, the</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Developer/Agent/Owner - Support development of site, adjacent to urban area, available immediately, no legal constraints, interest from development industry, no costly ground conditions, no contamination, contribution to affordable housing and other local infrastructure needs, clear and defensible boundary to its western and northern edge, preliminary highway and transport report does not raise any issues, limited visual impact, Coal Mining and Brine Subsidence Claim report which does not raise any technical or ground objections to development taking place on the site, public footpath across site can be retained or re-provided as part of scheme, no known flood issue on or near to site, no known or significant ecological interests, well served by utilities.</p> <p>Public response 30 comments – all objections.</p> <p>Issues raised:</p> <ul style="list-style-type: none"> • Infrastructure - Schools and nurseries at capacity in the area. • Infrastructure - Traffic / Transport - Site access is problematic, Well Lane and Mow Lane are small country roads which could not cope with extra housing and construction traffic, dangerous in wintry conditions, Marsh Green Road / Congleton Road is a poor junction, safety due to lack of footpaths. • Infrastructure - Limited infrastructure in the area - e.g. no shop or takeaway, query capacity of sewage works, capacity of doctors, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. • Landscape - listed in Council's Landscape & Settlement Setting document as important to setting of settlement. This site is beyond the defensible boundary of the town and forms part of the open countryside. • Nature Conservation - impact on wildlife e.g. foxes, owls, woodpeckers, jays, bullfinches, foxes, badgers, rabbits, loss of hedgerows - need wildlife survey. • Flood Risk - there is an underground watercourse running through the site, Mow Lane floods in heavy rain, surface water will find its way into sewerage system which cannot cope at present due to design / construction of town sewer causing flooding in Gillow Heath - United Utilities say this cannot be solved without considerable funds. • Amenity (e.g. noise, privacy, loss of light) - object to more traffic, noise and pollution, loss of rural character of this part of town, loss of visual amenity, loss of privacy as proposed housing is higher than existing, smells from sewage works. Under the Human Rights Act, in particular Protocol 1, Article 1. - states that a person has the right to peaceful enjoyment of all their possessions, which includes the home and other land. 	<p>development of greenfield land, grade 4 ALC is assessed as having a negative effect, as could the site's location near to historic assets and the district ecological importance of the site.</p>	<p>forward.</p> <ul style="list-style-type: none"> • The Highway Authority has no difficulties in principle with this development provided that appropriate highway standards can be achieved. Cumulative development in this area would need to be assessed through a TA. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The land in question is highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment would need to be undertaken if this site progresses. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues. • United Utilities has advised that if appropriate measures for surface water disposal are included within development schemes then there should be no detrimental impact on the capacity of their infrastructure. • Amenity – issues such as overlooking and loss of light as well as other impacts on existing residents such as house types and densities will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The Council has carefully considered the case of Britton and has concluded that the site selection process does not contravene Article 8 (as it now is) of the Human Rights Act 1998. The local plan process which is being followed is in accordance with the law and is not one which determines or directly affects an arguable civil right (see the case of Bovis Homes Ltd v New Forest District 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> Scale of development - too much development proposed for Gillow Heath, out of proportion. Government Policy - Green Belt land should be protected. Also not in line with Core Strategy para. 7.56 and Policies SO9 and C1. Other - BD071, BD071a could cope better with the traffic and increased population, use brownfield sites instead, detrimental impact on tourism - site is clearly visible from Biddulph Grange, site would be next to an area of 4.5 acres of solar panels (if approved), lack of jobs in Biddulph, shops closing, new residents will commute creating a dormitory town, need for new houses / flats in town centres, existing empty properties in town centres, figures for population growth are national not local - houses at Uplands mill not selling, consultation form is too complicated, requirement to complete a separate form for each site too onerous. 		<p>Council [2002] EWHC 483). The grant or refusal of planning permission would qualify (as in the Britton case) because it has direct consequences for a landowner. The local plan process is subject to a statutory process which allows for objections to be made and considered before adoption takes place. Once adopted it does not of itself determine property rights, even though it might be highly influential on the outcome of a planning application, because there always remains a discretion to the decision-maker. A local plan once adopted does not affect the current use or enjoyment of land; nor the right to seek planning permission; nor ownership rights.</p> <ul style="list-style-type: none"> It is not considered that development of this particular site would be out of proportion with its surroundings and it is very unlikely that all the sites put forward in the consultation within this area will be selected as preferred options. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study does not recommend releasing BD138b nor neighbouring sites (BD064 and BD138a) from the Green Belt. The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Prioritising brown field land is no longer part of Government policy. Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. Public footpaths can be retained in situ or re-directed as part of new development. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<ul style="list-style-type: none"> The Council is aware of mining issues which affect a number of green field sites around Biddulph and investigative work will take place in these areas prior to the commencement of any development. New investment in the town would have knock-on positive effects for the town centre. New employment land is proposed at the south of the town (BD117). National population figures are the starting point for assessing an area's objectively assessed housing needs – this is standard practice. The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. The agricultural land classification of this site is grade 4 which means that it is poor quality. 	
BD144	80	2.4	<p>Statutory bodies/stakeholders</p> <p>SCC Highways - Access should not form crossroads with any existing side road.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response – 27 comments – all objections.</p> <p>Issues raised:</p> <ul style="list-style-type: none"> Infrastructure - Schools full Infrastructure - Traffic / Transport (Towerhill Road already busy, Newpool Road bridge inadequate, strain on Brook Street and Brown Lees Road, highway safety issues, speeding traffic) Infrastructure - Other - difficult to get a doctors appointment, sewage plant at Gillow Heath at capacity, inadequate local amenities, public transport northwards finishes at 6pm. Current deficit in public open space and severe deficit in children's play areas. Landscape - will spoil it, block views to Mow Cop, loss of mature trees Nature Conservation - loss of wildlife, hares sighted Flood Risk - area regularly gets flooded, field is boggy, drainage problems in area Amenity (e.g. noise, privacy, loss of light, dirt) - Will make quality of life worse for current residents Scale of development Government Policy - Green Belt Area - erosion of Green Belt gap between Moorlands and SOT Other - site is a working farm, use brownfield sites instead, need for new houses / flats in town centres, existing empty properties in town centres, online form 	<p>The proposed delivery of circa 80 dwellings is considered to have a significant positive effect. The site is also accessible to existing services, facilities and existing areas of employment is likely to have a positive effect, as could the site's distance away from historic assets. However, the development of greenfield land is assessed as having a negative effect, as could the site's district ecological importance of the site.</p>	<ul style="list-style-type: none"> The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Highway Authority considers that this development is acceptable subject to detailed design issues. New development is the main way to deliver new or improved infrastructure e.g. more residents may support an improved bus service and medical facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>is difficult to complete, why has BD141 been removed from consideration when it is the same field as BD144? Biddulph does not need more houses. Biddulph needs more employment opportunities.</p>		<p>the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues.</p> <ul style="list-style-type: none"> • Amenity – issues such as loss of light, noise and privacy as well as other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends that BD144 is not released from the Green Belt. • The agricultural land classification of this site is grade 4 which means it is poor quality. • The SHLAA has assessed more than 150 sites in and around Biddulph including brown field sites and these have been included as allocations where they are suitable, available and deliverable. However, there is not enough brownfield land to meet the town's requirements so green field sites also need to be included. Sites BD071 and BD071a have been included as potential allocations. • The new Local Plan will cover a period to 2031 so lack of demand (perceived or actual) at one point in time is not a valid reason for not meeting the area's objectively assessed housing needs. • New employment land is proposed at the south of the town (BD117). New investment in the town would have knock-on positive effects for the town centre. • Housing requirements in the Staffordshire Moorlands are in addition to existing properties even if these are for sale or derelict. 	
<p>ADD02 (Land off Childerplay</p>	<p>Around 150</p>		<p>Statutory bodies/stakeholders SCC Highways – Awaiting comments.</p>	<p>The proposed delivery of around 150 dwellings is considered to have a significant positive effect, as could the</p>	<ul style="list-style-type: none"> • The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
Road)			<p>Developer/Agent/Owner – Availability unknown.</p> <p>Public response None – site was put forward during consultation.</p>	<p>site's proximity to areas of existing employment. The site's location away from designated and historic assets is likely to have a positive effect. However, the site's inaccessibility to services and facilities is likely to have a negative effect, as could the development of greenfield, grade 4 ALC land.</p>	<p>adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study does not recommend releasing this site from the Green Belt.</p>	
ADD03 BD140 (Land to west of Biddulph bypass)	Up to 300		<p>Statutory bodies/stakeholders</p> <p>SCC Highways – From a highways point of view, a Transport Assessment (TA) would be required. Junctions on the route to the bypass, on the bypass and beyond would need to be considered in the TA and likely improved. Akemoor Lane would need to be improved along its entire length (or at least towards Biddulph) – widen, reconstruct, drainage, road lighting etc. Third party Land may be required. Two access points on to Akemoor Lane to serve the development would suffice.</p> <p>Developer/Agent/Owner – Awaiting response from 3 landowners re: part of area which is registered. One further landowner has agreed to release land. Unregistered area – landowner unknown.</p> <p>Public response None – site was suggested for consideration in the Green Belt Review.</p>	<p>The proposed delivery of up to 300 dwellings is considered to have a significant positive effect. The site's location away from designated assets is likely to have a positive effect, as could the site's accessibility to services, facilities and areas of existing employment. However, the site's proximity to historic assets is likely to have a significant negative effect. The development of greenfield, grade 4 ALC land is considered to have a negative effect.</p>	<ul style="list-style-type: none"> The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends considering this land for release from the Green Belt. Further investigations of this site have been undertaken. The land is in more than one ownership and owners have been contacted. At the time of writing, one owner has responded and indicated that they would be willing to release their land for development. Responses are awaited from the 3 other registered owners. Part of the land is unregistered. The Highway Authority considers that development in this area is likely to be feasible, subject to detailed design. 	<p>Capacity on this site is currently 60 dwellings but could be more – awaiting owner comments.</p>
ADD04 (Land to north of Mill Hayes Road)	Up to 250		<p>Statutory bodies/stakeholders</p> <p>SCC Highways – From a highways point of view, a Transport Assessment (TA) would be required. Creation of an access directly onto the A527 is preferred. Query whether a suitable point could be created at the southern end (e.g. through the SMDC car park?).</p> <p>Developer/Agent/Owner – The land is in multiple ownerships and owners have been contacted. Responses are awaited from most parties.</p> <p>Public response None – site was suggested for consideration in the Green Belt Review.</p>	<p>The proposed delivery of up to 250 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. However, the site's proximity to historic assets is likely to have a significant negative effect. The development of greenfield, grade 4 ALC, land is assessed as having a negative effect.</p>	<ul style="list-style-type: none"> The land in question is within the Green Belt. In order for Biddulph to accommodate new development, the Green Belt boundary will need adjustment as there are not enough sites in the existing settlement boundary to accommodate the level of development needed. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends considering this land for release from the Green Belt. Further investigations within this area have been undertaken. The land is in multiple ownerships and owners have been contacted. At the time of writing, 2 owners who own adjoining pieces of land within this area have expressed an interest 	<p>Capacity on this site is currently 150 but could be more – awaiting owner comments</p>

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<p>in releasing their land for development. This could yield up to 150 dwellings. However, the land concerned is adjacent to Knypersley Hall, a Listed Building which may act as a capacity constraint.</p> <ul style="list-style-type: none"> • The Council is commissioning a heritage impact assessment for all the sites selected by the Council as Preferred Options for development and this work will be done under the guidance of Heritage England. The work is expected to be completed this summer and will inform the Council as to which sites are appropriate to take forward into its final draft of the plan the 'Submission Version'. • The Highway Authority's preference is for development to be accessed from the A527, though there may be an opportunity to access a smaller proportion of development via Harlech Drive. 	

Draft - Cheadle

General Comments

Area	Key Issues	Comment
All sites	<p>Environment Agency – There is sufficient capacity within the Leek and Checkley treatment works to support growth. However there are known sewer capacity issues with the main sewer from Draycott to Checkley STW. Checkley sewage treatment works serves Cheadle.</p> <p>Leek and Moorlands Historic Building Trust - We are concerned about the extent of encroachment into both the Green Belt to the west and open countryside to the east. We hope every effort will be made to minimize this by keeping, as far as possible, within the current development boundaries.</p> <p>SCC School Organisation Team - In Cheadle a new primary school including a site will be required to support the proposed growth in housing numbers. The site will need to be around 2ha in size. When considering sites in Cheadle it appears by grouping the individual sites clustered together that it effectively provides 5 larger proposals each of around 700 dwellings. These are to the NW, NE, 2 x the E and the SW of town. If sites are considered in smaller parcels we would need to understand how the plan could deliver the school including the land. SCC does not have resources available to keep pace with the rate of new development. SCC needs the continued support of the District Council to ensure, where necessary, sufficient developer contributions are received towards education infrastructure to mitigate the impact of their development. The size and number of sites will influence the ability and size of any contribution.</p> <p>At present all school provision is clustered in the SW quadrant of the town. Suggest considering the new school away from this area to avoid exacerbating the transport issues in the centre further. Suggest if the new school was located in the north or east then over time it would draw pupils from the surrounding area and remove education related trips from the centre of town. If the new houses are also located near to the new school then their school related trips would be kept away from the centre of town.</p>	<ul style="list-style-type: none"> • Severn Trent have stated that they have a duty to complete necessary improvements to sewers to provide the capacity for new development. The Council will continue to liaise with the EA and Severn Trent regarding this issue. • Comments noted. See comments relating to individual sites below. • The District Council will continue to work with the County Council on the issue of school capacity.
General comments relating to housing sites in Cheadle (Including Cheadle and Unite 1030 petition)	<ul style="list-style-type: none"> • Core Strategy Inspector rejected Area 2 as it had one of the lowest sustainability scores. • CH001 already allocated, CH006 has planning permission. • Need for employment. Would need to travel across town centre to access main employment sites in Cheadle, main roads and further job opportunities. • Flooding issues. • Cheadle has infrastructure & road infrastructure issues. • Impact on greenfield sites / landscape / Green Belt / agricultural land. • Strain on local schools. Catchment school is in west of town, both High Schools in southwest. Staffordshire County Council have acknowledged there is no need for a new primary school in Cheadle during the plan period. • Loss of wildlife habitat. • Infrastructure in Cheadle is inadequate & cannot cope with additional housing. • Should use brownfield sites. Sites in Stoke. 	<ul style="list-style-type: none"> • A new sustainability appraisal has been undertaken for each site. • CH001 is identified in the Core Strategy as a broad area for new housing development. This needs to be allocated through the Local Plan process. CH006 has planning permission and will be taken into account in the overall housing figures. • Employment site options are also proposed in Cheadle to provide opportunities for local businesses and jobs. • The Highway Authority has provided initial comments for each potential site – see below. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. For individual sites see comments below. Most applications would require a FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The

Area	Key Issues	Comment
		<p>site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.</p> <ul style="list-style-type: none"> The Council has undertaken a Green Belt Review and a Landscape and Settlement Character Assessment. See below for individual site comments. There are a limited number of brownfield sites in Cheadle. The issue of using land in neighbouring authorities will be discussed as part of the Council's duty to co-operate obligation.

Question 2a - Potential Housing sites within the development boundary

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
CH002a	26	0.75	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Extension of existing estate, acceptable depending on access design.</p> <p>Environment Agency - Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor.</p> <p>Developer/Agent – Land is available</p> <p>Public response 4 objections, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools Cannot cope with numbers now Infrastructure - Traffic / Transport – Roads can't cope with traffic. Traffic from Alton Towers & JCB. Roads are dangerous. Infrastructure – Other Health services cannot cope now. Landscape Nature Conservation – stream running through this area feeds into Cecilly Brook nature reserve development would impact on nature reserve Flood Risk _ Already a problem on the estate. Amenity (e.g. noise, privacy, loss of light) Pollution Scale of development Listed Building / Conservation Area Government Policy Other No employment in Cheadle. <p>Support</p>	<p>The proposed delivery of circa 26 dwellings is considered to have a significant positive effect, as could the site's proximity to health care services and facilities and areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site is within flood zone 2 and 3 which is likely to have a significant negative effect, as could the development of grade 3 ALC land and the site's proximity to designated assets.</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> Other Infill site, used for grazing hobby farmer. 		<p>sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.</p> <ul style="list-style-type: none"> Cecilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The small area of the site adjacent to the Brook is medium probability and will need to be incorporated into uses other than housing i.e. open space. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The scale of development is considered appropriate and is well related to the existing settlement. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The site is not located within the Conservation Area and is not adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. Employment site options are also proposed in Cheadle to provide opportunities for local businesses and jobs. 	
CH002b	42	1.20	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Extension of existing estate, acceptable depending on access design.</p>	The proposed delivery of circa 42 dwellings is considered to have a significant positive effect, as could the site's proximity to services and	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Developer/Agent – land is available</p> <p>Public response 4 objections, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Traffic / Transport Roads can't cope with traffic. Traffic from Alton Towers & JCB. Roads are dangerous. Flood Risk – Already a problem on the estate. Amenity (e.g. noise, privacy, loss of light) - Pollution Scale of development 	<p>facilities and areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site's proximity to a designated asset and the development of grade 3 ALC land is likely to have a significant negative effect.</p>	<ul style="list-style-type: none"> The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The scale of development is considered appropriate and is well related to the existing settlement. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. 	
CH003	55	1.70	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: This proposed housing site can be served by gaining vehicular access from Balmoral Drive and Kenilworth Walk given their existing geometry (5.5m wide) and nos. of dwellings currently served by these two roads.</p> <p>Developer/Agent – site has planning permission granted</p> <p>Public response 4 objections, 1 neutral, 0 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools - schools already overcrowded. Will need more places Traffic / Transport - Development with adjoining sites CH085a/b/c/d & CH093 & CH126 will overload roads. Cheadle does not have the road infrastructure to handle more traffic. Roads need to be upgraded before development. Southern link road has been ruled out. Traffic will enter via Tean Rd or Brookhouses crossroads already congested. Housing development coincides with industrial development - CH136, CH094, Ch127, CH143 increasing traffic Flood Risk - Grebe Road entrance may have problems with flooding. Site has history of flood problems. Scale of development – Too high will create urban sprawl. Other Footpath needs to be protected. 	<p>The proposed delivery of circa 55 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site is within a flood zone which is likely to have a significant negative effect. The development of greenfield, grade 4 ALC land is assessed as having a negative effect, as could the site's regional ecological importance.</p>	<p>OUTLINE PLANNING PERMISSION GRANTED FOR UP TO 43 DWELLINGS.</p>	<p>SITE HAS PLANNING PERMISSION</p>
CH004	45	1.30	<p>Statutory bodies/stakeholders</p>	<p>The proposed delivery of circa 45</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any 	

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			<p>SCC Highways: New access can be created onto Thorpe Rise given current geometry (width 4.8m) and nos. of dwellings served. Ped access to be created onto Froghall Road via existing direct link.</p> <p>Developer/Agent – land is available but later on in plan period.</p> <p>Public response 1 objections, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • General objection <p>Support</p> <ul style="list-style-type: none"> • Other- Infill site 	<p>dwellings is considered to have a significant positive effect. Similarly, the site's distance away from historic assets is likely to have a positive effect as could the accessibility to services, facilities and areas of existing employment. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The district ecological importance of the site is likely to have a negative effect.</p>	<p>issues which would prevent the development of this site.</p> <ul style="list-style-type: none"> • Landowner has confirmed that the land will be available within 5 – 10 years. • No other issues raised. 	
CH006	45	1.50	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Plot was subject of planning application 12/00927. Highways recommended refusal though the developer is currently working towards addressing the highway issues. Will likely be acceptable when visibility splay can be provided.</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>In addition Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor.</p> <p>Leek and Moorlands Historic Building Trust - The farmhouse on CH006 is a possible non-designated heritage asset and should form a positive consideration in any development of this site.</p> <p>Developer/Agent</p> <p>Public response 2 objection, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Traffic / Transport • Nature Conservation • Flood Risk • Amenity (e.g. noise, privacy, loss of light) • Scale of development • Other- site previously considered for development in Core Strategy and planning permission refused 	<p>The proposed delivery of circa 45 dwellings is considered to have a significant positive effect, as could the site's accessibility to areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect as could the accessibility to services and facilities. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location within a flood zone and proximity to a designated asset.</p>	<p>FULL PLANNING PERMISSION GRANTED FOR 36 DWELLINGS.</p>	<p>SITE HAS PLANNING PERMISSION</p>

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			Support <ul style="list-style-type: none"> Other Already been approved for development. 			
CH009	16	0.47	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Public right of way Cheadle 38 runs between CH009 and CH024. Acceptable subject to access design and provision of visibility splays.</p> <p>Developer/Agent – Landowner intentions unknown</p> <p>Public response 1 objections, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Other <p>Support</p> <ul style="list-style-type: none"> Other Used for grazing horses. Footpath needs to be protected. 	The site's accessibility to services, facilities and areas of existing employment is considered to have a significant positive effect. Similarly, the proposed delivery of circa 16 dwellings is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's proximity to designated assets. The site's proximity to historic assets is likely to have a negative effect.	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. Public footpath crossing site will need to be retained. 	
CH013	50	1.40	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Birches is not yet adopted, but is subject to a S37 to be adopted. Development off it will be acceptable subject to design. The turning head in the Birches will need to be removed and land returned to adjacent owners.</p> <p>Developer/Agent – land is available</p> <p>Public response 2 objections, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Schools Infrastructure - Traffic / Transport Infrastructure - Other Landscape Nature Conservation Amenity (e.g. noise, privacy, loss of light) Scale of development <p>Support</p> <ul style="list-style-type: none"> Other – Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. 	The proposed delivery of circa 50 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land is assessed as having a negative effect, as could the district ecological importance of the site and its proximity to historic assets.	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a 	Planning application pending March 2016

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					<p>planning application is received and residents will have the opportunity to comment on the content of that application.</p> <ul style="list-style-type: none"> The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The scale of development is considered appropriate and is well related to the existing settlement. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. 	
CH015	32	0.80	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Access off Harborne Road would be restricted to one dwelling or no more than existing. Access off Leek Road will be acceptable subject to design and visibility.</p> <p>Developer/Agent – site is available</p> <p>Public response 1 objections, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> General objection <p>Support</p> <ul style="list-style-type: none"> Other Brownfield site surrounded by houses. 	<p>The proposed delivery of circa 32 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the development of brownfield land. However, the district ecological importance of the site and its proximity to a LNR, candidate AQMA and historic assets is likely to have a negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. No other issues raised. 	
CH020	42	1.20	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design and provision of visibility splays.</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>Developer/Agent – site is available. Recent planning application.</p> <p>Public response</p>	<p>The proposed delivery of circa 42 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect, as could its location away from historic assets. However, the site is within a flood zone which is likely to have a significant negative effect. The district ecological importance of the site is likely to</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected 	

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			<p>5 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools • Infrastructure – Traffic/Transport - access is dangerous No developments should go ahead until the towns traffic problems are addressed. JCB development did not consider traffic impact. Dilhome Road is narrow, limited pavements. • Flood Risk. History of flooding • Amenity (e.g. noise, privacy, loss of light) development should consider surrounding properties ,ie bungalows should be developed next to existing bungalows • Scale of development- number of houses too high development will not match surrounding properties • Other - Site should be used for housing for the elderly scope to build residential home. Cheadle has lost Lightwood Home has not been replaced. No consideration has been given to housing for older people. IS to the rear of the only petrol station in town. Unsuitable for housing. Too dangerous. Former gas works maybe contaminated. 	have a negative effect.	<p>to take forward.</p> <ul style="list-style-type: none"> • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The western section of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space. EA and LLFA have not objected to recent scheme on flood risk grounds. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development is considered appropriate but needs to reflect any constraints such as flood risk. • Comments regarding suitability for housing for older people is noted. • Contamination issues will need to be explored and may have an impact on site viability. 	
CH024	45	1.20	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Public right of way Cheadle 38 runs across this plot. If combined with adjacent site CH009 acceptable subject to access design and provision of visibility splays.</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>In addition, Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor.</p>	The proposed delivery of circa 45 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The district ecological importance of the site, its location near to a LNR, and its proximity to heritage assets is assessed as a negative effect.	<ul style="list-style-type: none"> • There is no direct access to the site, however access could be provided through adjacent site CH009. Public right of way needs to be protected. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The small area of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space. • Any application would be accompanied by an 	

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			<p>Landowner/Agent J C Bamford Excavators. Supports site allocation. Sustainable location no major constraints.</p> <p>Public response 1 objections, 2 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> General objection <p>Support</p> <ul style="list-style-type: none"> Site can be developed on a standalone basis or in conjunction with adjacent site High sustainable location adj to existing housing No road safety issues No landscape protection issues. FRA obtained by owner – no issues raised No ground condition problems Recognise need to have a buffer along Ceccilly Brook to protect wildlife Other – Infill site. Need to protect footpath. 		<p>FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.</p> <ul style="list-style-type: none"> The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. Ceccilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study. 	
Area 1 CH001	240	7.00	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: This proposed housing site can be served by existing vehicular accesses from Cheltenham Avenue and Ayr Road given their existing geometry and nos. of dwellings currently served by these two roads. Pedestrian connections should be made to the residential area to the north.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Environment Agency - Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor.</p> <p>Leek and Moorlands Historic Building Trust - The road frontage of CH001 affects the setting of Woodhead Yard, an undesignated heritage asset . Development should be set back from the road frontage to allow views and retain the form and layout of this unusual group.</p> <p>Developer/Agent RPS Supports allocation. Is promoting site and CH132 for development. Will provide access to CH132. Have produced a masterplan for the sites which includes:</p> <ul style="list-style-type: none"> land for a new primary school new area of public open space & allotments play area 	<p>The proposed delivery of circa 240 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. Similarly, the site's location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. Pedestrian routes and links need to be maintained. The site has been included in the Council's Landscape and Settlement Character Assessment. It concludes that the land is not significant in landscape terms. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. A small section to the east of the site is located in Flood Zone 3 – High probability and will need to be incorporated into uses other than housing i.e. open space. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites 	

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			<ul style="list-style-type: none"> • SUDs • Improvements to local highways network • Landscaping • 33% affordable housing (subject to viability) <p>Public response 15 objections, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools – Schools are overcrowded. Schools would be outside Cheadle. • Infrastructure - Traffic / Transport – Traffic is terrible in Cheadle. Road congestion. Existing high levels of traffic. Traffic from JCB. Results of Cheadle traffic survey not available. Infrastructure – Other – No infrastructure or amenities in Cheadle. GPs & dentists full. • Landscape • Nature Conservation – Impact on wildlife. Habitat survey 2001 is out of date. • Flood Risk – Potential flooding. • Amenity (e.g. noise, privacy, loss of light) Impact on existing residents. • Scale of development – Number too high. Site too large. • Listed Building / Conservation Area – Increase in traffic will potentially damage St Giles Church. • Government Policy • Other Loss of open green space. Should build on brownfield. Least sustainable site. Mining workings on site. Lack of employment. Public right of way crosses site. Are suitable brownfield sites in Stoke. No employment. <p>Support</p> <ul style="list-style-type: none"> • Other Listed as a potential housing site for years. Good bus route to Leek Stoke .Used for grazing not dairy. • Site is identified in the Core Strategy 		<p>which come forward and are potentially suitable for development will also need to be assessed.</p> <ul style="list-style-type: none"> • Cecilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study. • The site is not located within the Conservation Area and there are no listed buildings within the site. The road frontage to the site affects the setting of Woodhead Yard, which is an undesignated heritage asset. Development should be set back from the road frontage to allow views and retain the form and layout of this unusual group. Former mid-19th century historic tramline crosses site and should be reflected in the site layout. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • A Masterplan has been submitted by the developer for the proposed development of the site (CH001 & CH132) which indicates land for a primary school. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. 	

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					<ul style="list-style-type: none"> This area has already been identified as an appropriate area for housing in the adopted Core Strategy (Area 1) and is well related to the existing settlement. There are not enough brownfield sites within Cheadle to accommodate the level of housing it needs. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. There are former mineral workings on the site. The Coal Authority have confirmed that this would not prevent development from taking place. Investigative work will take place in these areas prior to the commencement of any development. Employment site options are also proposed in Cheadle to provide opportunities for local businesses and jobs. 	
CH085a	120	4.85	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Can serve approx 50-75 dwellings off Dryden Way as Dryden Way has width of 5.5m and is connected to main road network via roads with similar geometry. Alternatively Brookhouse Way could be extended to serve land in area CH085a.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>Developer/Agent - Supports allocation of site for housing.</p> <p>Core Strategy states Cheadle's role as a service centre market town will be expanded. South of town is logical place for development. Outside floodplain, no landscape/ecological constraints. Not good quality agricultural land. Access possible. Sustainable transport links to town. Size to safeguard land for community facilities.</p> <p>Public response 45 objections 2 support 1 general</p> <p>Issues raised:</p> <p>Objections</p>	<p>The proposed delivery of circa 120 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's district ecological importance is likely to have a negative effect.</p>	<ul style="list-style-type: none"> There are issues regarding access to the site as both means of access would involve crossing the former railway line. Access from the north would be limited to 50-75 dwellings. If access can be resolved to an acceptable standard then development could take place. Public footpath crossing site will need to be retained. The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d. The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The western edge of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space. Clarification with EA regarding a Level 2 SFRA needed. Any application would be accompanied by a FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. 	

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			<ul style="list-style-type: none"> • Infrastructure – Schools Existing schools cannot cope with additional development. Need more school places. Schools are too far from the site. • Infrastructure - Traffic / Transport – Will increase traffic & disturbance. Create road safety issues. Roads around Cheadle already struggles with traffic & is congested. Traffic from Alton Towers. Site too far from town centre/schools will increase traffic & congestion. Traffic congestion will have an adverse impact on tourism. No access to site from Wedgewood Estate meaning new owners would have to use a car to access town centre. New access created through existing estate would increase traffic. Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector. Railway next to site, Moorland & City Rail are considering opening part of line to Cresswell. Emergency access. Access difficult. • Infrastructure – Insufficient emergency services. Health services cannot cope with additional houses. GPs/dentists already full. Existing infrastructure cannot cope with such huge development. No space in cemeteries. Need major infrastructure before development. Lack of open space. • Landscape – Loss of high quality landscape/green land. Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement. • Nature Conservation – Area used by many types of wild animals. Loss of wildlife from area. • Flood Risk - Would increase flooding. Stream on site already floods. Site borders River Tean • Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise and pollution. • Scale of development – Too big & too far from services Unbalanced development of Cheadle. • Listed Building / Conservation Area Need to conserve heritage assets. • Government Policy Contrary to NPPF • Other – Are brownfield sites/sites in built up area that can be used. Sites to north & east are more sustainable. Public right of way on site used for walking/dog walking. Loss of only area on this side of town for children, walkers. Popular area of countryside well used by local community for walking.. Should build in north & east of Cheadle. Loss of green belt. Coal workings on site. <p>Support</p> <ul style="list-style-type: none"> • Listed Building / Conservation Area Historic legibility/landscape been categorised as medium compared to high in NE Cheadle. • Other Allocated for housing in 1998 Local Plan. Inside development boundary & new draft development boundary. Previous application on site, refused but indicates desirability of site. Walking distance to schools. Site was preferred site in Preferred Options stage 2008. 		<ul style="list-style-type: none"> • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. • The land is Agricultural Class 3 Good to Moderate. • The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken 	

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					<p>during the plan production process if the site is taken forward.</p> <ul style="list-style-type: none"> The development boundary will be amended to incorporate any new allocations. The site is not located within Green Belt. The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development. 	
CH085b	70	2.80	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: To serve the quantum of housing envisaged then Brookhouse Way would need to be extended from the North.</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>Developer/Agent Supports allocation of site for housing. Core Strategy states Cheadle's role as a service centre market town will be expanded. South of town is logical place for development. Outside floodplain, no landscape/ecological constraints. Not good quality agricultural land. Access possible. Sustainable transport links to town. Size to safeguard land for community facilities.</p> <p>Public response 20 objections, 2 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools - Would need more school places. Infrastructure - Traffic / Transport. Site too far from town centre/schools will increase traffic & congestion. Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector. Access to the site is difficult. Site bounded by railway line reinstatement of this line is feasible. Moorland & City Railways are considering opening part of the line to Cresswell. Access through Meakin Close would create road safety issues. Would increase traffic. Traffic congestion will have an adverse impact on tourism. Cheadle is already congested and roads cannot cope. Alton Towers traffic goes through Cheadle. Access is difficult. How would it be accessed? Infrastructure – Other - Lack of public areas on this side of Cheadle. Infrastructure inadequate. Existing facilities poor. Lack of open space. Need GPs, dentists are already over stretched. Insufficient 	<p>The proposed delivery of circa 70 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3.</p>	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site and this is currently not achievable via the existing road network. If access can be resolved to an acceptable standard then development could take place. The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The western edge of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space. Clarification with EA regarding a Level 2 SFRA needed. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>emergency services.</p> <ul style="list-style-type: none"> • Landscape Impact on landscape. Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement. • Nature Conservation – Loss of wildlife from area. • Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development would increase likelihood of further flooding • Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise • Scale of development - Disproportionate to infrastructure. Too many houses for Cheadle. Too far from services. Unbalanced development of Cheadle • Listed Building / Conservation Area – Need to conserve heritage assets. • Government Policy – Contrary to NPPF. • Other Sites to north of Cheadle centre would balance town (provided infrastructure improved). Proposed development disproportionate to other towns. Where will the people come from will Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Popular area of countryside well used by local community for walking. Should build in north & east of Cheadle. Is green belt. Coal workings on site. Cheadle has lost Lightwood Home has not been replaced. No consideration has been given to housing for older people .Coal workings on site. Loss of agricultural land. <p>Support</p> <ul style="list-style-type: none"> • Listed Building / Conservation Area Historic legibility/landscape been categorised as medium compared to high in NE Cheadle. • Government Policy • Other Allocated for housing in 1998 Local Plan. Inside development boundary & new draft development boundary. Previous application on site, refused but indicates desirability of site. Walking distance to schools. Site was preferred site in Preferred Options stage 2008. 		<ul style="list-style-type: none"> • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. • The land is Agricultural Class 3 Good to Moderate. • The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The development boundary will be amended to incorporate any new allocations. The site is not located within Green Belt. • The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
CH085c	125	5.00	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Can serve the envisaged no. dwellings of Dandillion Avenue if widened to 5.5m; if Dandillion Avenue remains at 4.8m wide then an additional approx 25-50 dwellings on area CH85c could be served.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent Supports allocation of site for housing. Core Strategy states Cheadle's role as a service centre market town will be expanded. South of town is logical place for development. Outside floodplain, no landscape/ecological constraints. Not good quality agricultural land. Access possible. Sustainable transport links to town. Size to safeguard land for community facilities.</p> <p>Public response 70 objections, 3 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools – Need more school places. Schools full. • Infrastructure - Traffic / Transport - Is some distance from schools/services would increase traffic congestion. Would need Southern Link Road, this is not feasible has been ruled out by SCC & Core Strategy Inspector. Access to the site is difficult. Site bounded by railway line reinstatement of this line is feasible. Moorland & City Railways are considering opening part of the line to Cresswell. Access through Meakin Close would create road safety issues. Would increase traffic. Cheadle is already congested and roads cannot cope. Traffic from Alton Towers/JCB & Tarmac. Traffic congestion will have an adverse impact on tourism. How will site be accessed? • Infrastructure – Other – Infrastructure inadequate. Need more health services. Are already overstretched. Lack of open space. • Scale of development - Disproportionate to infrastructure. Too many houses for Cheadle. Unbalanced development of Cheadle • Landscape Impact on landscape. Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement. • Nature Conservation – Loss of wildlife from the area. Site is abundant in wildlife. • Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development 	<p>The proposed delivery of circa 125 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect.</p>	<p>development.</p> <ul style="list-style-type: none"> • There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site and this is not achievable via the existing road network. If access can be resolved to an acceptable standard then development could take place. • The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>would increase likelihood of further flooding. Site currently gets waterlogged. Potential flooding.</p> <ul style="list-style-type: none"> • Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise/pollution. No public areas this side of Cheadle. • Scale of development Too high. Unsustainable too far from shops & facilities. Lead to urban sprawl. Unbalanced development of Cheadle. Site unsustainable too far from shops& facilities. • Listed Building / Conservation Area – Need to protect heritage assets. • Government Policy – Contrary to NPPF. • Other - Sites to north of Cheadle centre would balance town (provided infrastructure improved). Proposed development disproportionate to other towns. Where will the people come from Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Popular area of countryside well used by local community for walking. Should build in north & east of Cheadle. SNPP indicate don't need this many houses. Is green belt. Coal workings on site. Are other suitable brownfield sites. Limited employment will lead to commuting. Loss of agricultural land. <p>Support</p> <ul style="list-style-type: none"> • Listed Building / Conservation Area Historic legibility/landscape been categorised as medium compared to high in NE Cheadle. • Other Allocated for housing in 1998 Local Plan. Inside development boundary & new draft development boundary. Previous application on site, refused but indicates desirability of site. Walking distance to schools. Site was preferred site in Preferred Options stage 2008. Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic 		<p>sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.</p> <ul style="list-style-type: none"> • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. • The land is Agricultural Class 3 Good to Moderate. • The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The development boundary will be amended to incorporate any new allocations. The site is not located within Green Belt. • The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development. 	
CH085d	95	3.80	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Can serve the envisaged no. dwellings of Dandillion Avenue if widened to 5.5m; if Dandillion Avenue remains at 4.8m wide then an additional approx 25-50 dwellings on area CH85c could be served.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent</p>	<p>The proposed delivery of circa 95 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's district ecological importance and proximity to historic</p>	<ul style="list-style-type: none"> • There are issues regarding access to the site and the number of dwellings that could be served. If access can be resolved to an acceptable standard then development could take place. • The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Supports allocation of site for housing. Core Strategy states Cheadle's role as a service centre market town will be expanded. South of town is logical place for development. Outside floodplain, no landscape/ecological constraints. Not good quality agricultural land. Access possible. Sustainable transport links to town. Size to safeguard land for community facilities.</p> <p>Public response 37 objections, 4 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools – Need more school places. Schools already full. • Infrastructure - Traffic / Transport - Is some distance from schools/services would increase traffic congestion. Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector.. Access to the site is difficult. Traffic congestion will have an adverse impact on tourism. Railway next to site reinstatement of this line is feasible. Moorland & City Rail are considering opening part of line to Cresswell. Access difficult. Access through estate would create road safety issues. Would increase traffic. Cheadle is already congested and roads cannot cope. Traffic from Alton Towers/JCB & Tamarac. Site bounded by railway line reinstatement of this line is feasible. Access from south through green belt. • Infrastructure – Other – Infrastructure inadequate. Need more health services. Are already overstretched. Lack of open space. No services/sewerage to the site. Too far from facilities/services. • Scale of development - Disproportionate to infrastructure. Too many houses for Cheadle. Lead to urban sprawl. Unbalanced development of Cheadle. Site unsustainable too far from shops& facilities. • Landscape Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement. • Nature Conservation – Site home to wildlife. Loss of wildlife from the area. Abundant wildlife on the site. • Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development would increase likelihood of further flooding. Is a flood risk area.. • Amenity (e.g. noise, privacy, loss of light) – Loss of light/privacy. Noise pollution. Existing residents would be overlooked. Loss of privacy/light. Increase in noise/pollution. • Listed Building / Conservation Area - Need to conserve heritage assets • Government Policy - Contrary to NPPF • Other - Sites to north of Cheadle centre would balance town (provided infrastructure improved). 	<p>assets is likely to have a negative effect.</p>	<ul style="list-style-type: none"> • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Proposed development disproportionate to other towns. Where will the people come from Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Loss of green belt/ agricultural land. Loss of open space, used for walking/recreation. Should build in north & east of Cheadle. Is green belt. Coal workings on site. Land unsuitable for development possible need for piling. Loss of area used by residents for recreation.</p> <p>Support</p> <ul style="list-style-type: none"> Listed Building / Conservation Area Historic legibility/landscape been categorised as medium compared to high in NE Cheadle. Other Allocated for housing in 1998 Local Plan. Inside development boundary & new draft development boundary. Previous application on site, refused but indicates desirability of site. Walking distance to schools. Good bus links. Site was preferred site in Preferred Options stage 2008. Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic 		<p>be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.</p> <ul style="list-style-type: none"> The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The land is Agricultural Class 3 Good to Moderate. The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The development boundary will be amended to incorporate any new allocations. The site is not located within Green Belt. The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development. 	

Question 2a - Potential sites for employment

Site Reference	Use	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
Plus CS Broad Area EM1 – CH127	Employment	4.27	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: TA required. New Haden Road would likely need improvement. Extension of Brookhouse Way may be a better access.</p> <p>Developer/Agent -</p> <p>Public response 3 objections, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Schools Infrastructure - Traffic / Transport –Will increase number of HGVs in residential area & be dangerous for residents & children that play in the area. Will park in residential area causing noise disturbance – engines running. Access via a country lane. -Infrastructure - Other Landscape Nature Conservation 	<p>The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the accessibility of other services and facilities and its location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land is likely to have a negative effect as could the district ecological importance of the site.</p>	<ul style="list-style-type: none"> The Highway Authority has indicated that a TA would be required and improvements would be likely along New Haden Road. If these can be resolved to an acceptable standard then development could take place. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. 	

Site Reference	Use	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> • Flood Risk • Amenity (e.g. noise, privacy, loss of light) – Noise from units. • Scale of development • Other – Units will be target for crime as they will be empty for long periods. Footpath crosses site. Leisure facility should be protected. 		<ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The small area of the site adjacent to the Brook is medium probability and will need to be incorporated into uses other than housing i.e. open space. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development is considered appropriate and is well related to the existing settlement. • New developments should be well designed and incorporate 'designing out crime' initiatives. 	
Plus CS Broad Area EM2 CH019	Employment	3.32	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Not directly connected to the highway. Acceptable subject to Transport Assessment if access can be achieved.</p> <p>Developer/Agent – majority of site already in employment use</p> <p>Public response 3 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport – Road network around Cheadle already stretched. Need to re-evaluate areas ability to have this much development. 	<p>The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the low ecological importance of the site, the development of brownfield land and its location away from historic assets is likely to have a positive effect.</p>	<ul style="list-style-type: none"> • The Highway Authority has indicated that a TA would be required . If access can be resolved to an acceptable standard then development could take place. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering 	

Site Reference	Use	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> • Landscape • Nature Conservation • Amenity (e.g. noise, privacy, loss of light) • Scale of development • Other Current use is farmland. 		<p>school capacity dependant on the sites selected to take forward.</p> <ul style="list-style-type: none"> • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development is considered appropriate. The site is former landfill now used for storage. 	
CH143	Employment	1.27	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: See SMD/2014/0655. TA required. Access available onto Brookhouse Way.</p> <p>Developer/Agent</p> <p>Public response 2 objections, 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport –Will increase number of HGVs in residential area & be dangerous for residents & children that play in the area. Will park in residential area causing noise disturbance – engines running -Infrastructure - Other • Landscape • Nature Conservation • Flood Risk • Amenity (e.g. noise, privacy, loss of light) – Noise from units. • Scale of development • Other – Units will be target for crime as they will be empty for long periods. 	<p>The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, its location away from historic assets is likely to have a positive effect as could its accessibility to services and facilities. However, the development of greenfield, grade 4 ALC land is likely to have a negative effect as could the regional ecological importance of the site.</p>	<p>OUTLINE PLANNING PERMISSION GRANTED.</p>	<p>SITE HAS PLANNING PERMISSION</p>

Site Reference	Use	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Support</p> <ul style="list-style-type: none"> Other Will be an extension of existing industrial estate. 			

Question 2a - Potential Housing sites outside the development boundary

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
CH073a	90	3.00	<p>Statutory bodies/stakeholders</p> <p>SCC Highways TA will be required and alternative accesses through CH121, CH129, CH073a. Improvements to highway network may be required including Cheadle Town Centre.</p> <p>May be acceptable subject to access design and provision of visibility. Mature hedge on frontage. May be better to combine with CH129 and provide one access onto Oakamoor and emergency/secondary access onto upgraded Moor Lane and through Shelsey Road. This would allow more of the hedge to be retained. Acceptable subject to access design, provision of adequate visibility and pedestrian links. Mature hedge on frontage.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site</p> <p>Leek and Moorlands Historic Building Trust - Development of CH073a would start to encroach on the setting of Hales Hall (Grade II*) and its medieval fish pond. This is an outstanding building, already in difficulties because it has been shorn of much of its setting. Further development affecting its surroundings would be highly controversial.</p> <p>Agent /Owner Supporting development of sites CH73a-e</p> <p>Public response 6 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools – No additional schools, doctors/hospital facilities & poor shopping facilities Infrastructure - Traffic / Transport roads cannot support additional traffic, job site on Oakamoor Road, JCB & Alton Towers mean roads are already congested. Access onto B417 close to end of 30mph 	<p>The proposed delivery of circa 90 dwellings is considered to have a significant positive effect, as could the accessibility to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The district ecological importance of the site and its location near to a LNR and historic assets is likely to have a negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. Note comments regarding regarding the proximity and setting to Hales Hall which is a Grade II* Listed Building. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>limit. Roads are dangerous.</p> <ul style="list-style-type: none"> • Infrastructure - Other • Landscape • Nature Conservation – close to nature reserves, possibly within SSSI at Dimmingsdale • Flood Risk • Amenity (e.g. noise, privacy, loss of light) • Scale of development • Listed Building / Conservation Area • Government Policy • Other Increased noise/pollution from extra cars, site is open productive farmland. Outside draft new town boundary & existing town boundary. 		<p>Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.</p> <ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. • The town development boundary would be extended to include allocated sites. 	
CH073b	114	3.80	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: CH073b may be connected through Rockingham Drive. TA will be required and alternative accesses through CH121, CH129, CH073a. Improvements to highway network may be required including Cheadle Town Centre.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Agent /Owner Supporting development of sites CH73a-e</p>	<p>The proposed delivery of circa 114 dwellings is considered to have a significant positive effect, as could the accessibility to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's proximity to designated assets.</p>	<ul style="list-style-type: none"> • The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. 	

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			<p>Public response 6 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport – Ashbourne Rd is congested • Infrastructure - Other • Landscape • Nature Conservation - close to nature reserves, possibly within SSSI at Dimmingsdale. Supports wildlife with adjoining ancient woodlands in CH073d & CH073e loss of wildlife habitat for wetland animals & protected owls. • Flood Risk risk of flooding would increase • Amenity (e.g. noise, privacy, loss of light) • Scale of development • Listed Building / Conservation Area • Government Policy • Other - site is open productive farmland. Intrusion into countryside. Loss of public footpath. Outside draft new town boundary 		<ul style="list-style-type: none"> • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<ul style="list-style-type: none"> The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The town development boundary would be extended to include allocated sites. 	
CHO73c	90	2.90	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: CH073c is not connected to the highway. A TA will be required and alternative accesses through adjacent sites. Improvements to highway network may be required including Cheadle Town Centre</p> <p>Agent /Owner Supporting development of sites CH73a-e</p> <p>Public response 6 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Schools Infrastructure - Traffic / Transport Infrastructure - Other Landscape Nature Conservation – close to nature reserves and possibly within SSSI at Dimmingsdale Flood Risk Amenity (e.g. noise, privacy, loss of light) Scale of development Listed Building / Conservation Area Government Policy Other – site is open productive farmland. Outside draft new town boundary. 	<p>The proposed delivery of circa 90 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land and proximity to designated assets is assessed as having a significant negative effect. The site's inaccessibility to areas of existing employment is likely to have a negative effect.</p>	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. Note comments regarding the proximity to Hales Hall which is a Grade II* Listed Building. Not considered to have an impact on setting compared to site 73a. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<p>new development will be provided as part of that development e.g. children's play areas.</p> <ul style="list-style-type: none"> The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The town development boundary would be extended to include allocated sites. 	
CH073d	77	2.56	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: CH073d is not connected to the highway. A TA will be required and alternative accesses through adjacent sites. Improvements to highway network may be required including Cheadle Town Centre</p> <p>Woodlands Trust – site adjacent to ancient woodland and unsound and should not be taken forward.</p> <p>Agent /Owner Supporting development of sites CH73a-e</p> <p>Public response 6 objections</p> <p>Issues raised:</p>	<p>The proposed delivery of circa 77 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's location near to a LNR is likely to have a negative effect.</p>	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Traffic / Transport • Landscape • Nature Conservation – close to nature reserves and possibly within SSSI at Dimmingsdale • Scale of development • Other –site is open productive farmland. Loss of public footpath. Outside draft new town boundary. 		<ul style="list-style-type: none"> • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. Note close proximity to ancient woodland. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<p>content of that application.</p> <ul style="list-style-type: none"> The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The town development boundary would be extended to include allocated sites. The land is Agricultural Grade 3 – Good to moderate. 	
CH073e	140	4.66	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: CH073d is not connected to the highway. A TA will be required and alternative accesses through adjacent sites. Improvements to highway network may be required including Cheadle Town Centre</p> <p>Woodlands Trust – site adjacent to ancient woodland and unsound and should not be taken forward.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Agent /Owner Supporting development of sites CH73a-e</p> <p>Public response 6 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Traffic / Transport Landscape Nature Conservation – close to nature reserves and possibly within SSSI at Dimmingsdale Scale of development Other – Site is open productive farmland. Outside draft new town boundary. 	<p>The proposed delivery of circa 140 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the remote nature of this site within the open countryside. The site's inaccessibility to areas of existing employment and proximity to designated assets is likely to have a negative effect.</p>	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The Council has recently completed a Phase 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<p>1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. Note close adjacent to ancient woodland.</p> <ul style="list-style-type: none"> The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The town development boundary would be extended to include allocated sites. 	
CH075a	50	1.60	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Not clear where CH075a ends and CH075b starts. Access for 50 dwellings will be appropriate off Thorley Drive subject to access design and pedestrian provision. Visibility splay should be safeguarded across the site from Thorley Drive. Planning application SMD/2014/0227 has been submitted for this site.</p> <p>Developer Providence Land Ltd - Supports residential development of site.</p> <ul style="list-style-type: none"> Would avoid Green Belt and areas of flood risk Could provide additional green space in the area Well related to settlement no significant constraints. Landscaping can be provided 	<p>The proposed delivery of circa 50 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location near to a LNR.</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify 	

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			<p>Landowner Supports residential development of sites CH075a and CH075b.</p> <ul style="list-style-type: none"> • Considers it is a natural extension to the Thorley Drive housing estate. • Adjacent to sports facilities • Local facilities close by • Local bus services connecting the area with town centre • Considers the size of development would be more appropriate than a larger scheme (refers to previous planning application) <p>Public response 13 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools - Cheadle has reduced level of infrastructure services. Already oversubscribed. • Infrastructure - Traffic / Transport – will significantly increase traffic roads already congested, cannot accommodate further development, impact on emergency services using the road network. Is contrary to Core Strategy policy T1. Inadequate public transport. • Infrastructure – Other Already too many houses for the infrastructure. Health services are at capacity. • Landscape – Development would harm the landscape, intrusion into countryside. In Landscape & Settlement Character Appraisal most of site is important for setting of Cheadle, not well related to existing housing. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape • Nature Conservation Important for wildlife (in L& SCA) • Flood Risk – flood zone 3 on part of site. Could lead to flooding of adjacent properties. • Amenity (e.g. noise, privacy, loss of light) Overlooking of adjacent properties/loss of privacy. • Scale of development • Listed Building / Conservation Area • Government Policy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF • Other – Would increase footprint of Cheadle. Previous application for residential development refused on appeal. Previous Inspector's decision that this location is not suitable for such developments, Is least suitable area in Cheadle for development in Core Strategy. No employment provision. Is outside Cheadle settlement boundary. Location of potential employment sites will 		<p>mitigation measures once the location of new sites is known.</p> <ul style="list-style-type: none"> • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development is considered appropriate and is well related to the existing settlement. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The site is not located within the Conservation Area and is not adjacent to any 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>lead to increased traffic.</p>		<p>listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.</p> <ul style="list-style-type: none"> The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. Employment site options are also proposed in Cheadle to provide opportunities for local businesses and jobs. The town development boundary would be extended to include allocated sites. 	
CH075b	60	2.00	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Access for 220 dwellings will require more than one access point. May need to be combined with CH075a. Transport Assessment will need to look at junctions and access through Cheadle town centre. Acceptable subject to provision of adequate accesses and visibility splays, which may be compromised by geometry of Ashbourne Road. Mature hedge on Ashbourne road frontage which may be desirable to retain. Careful consideration of access locations required. May require speed limit extension. Pedestrian links must be considered and provided. Planning application SMD/2014/0227 has been submitted for this site.</p> <p>Developer Providence Land Ltd - Supports residential development of site.</p> <ul style="list-style-type: none"> Would avoid Green Belt and areas of flood risk Could provide additional green space in the area Well related to settlement no significant constraints. Landscaping can be provided <p>Landowner Supports residential development of sites CH075a and CH075b.</p> <ul style="list-style-type: none"> Considers it is a natural extension to the Thorley Drive housing estate Adjacent to sports facilities Local facilities close by Local bus services connecting the area with town centre Considers the size of development would be more appropriate than a larger scheme (refers to previous planning application) <p>Public response 7 objections</p>	<p>The proposed delivery of circa 60 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's proximity to designated assets. The site's inaccessibility to areas of existing employment is likely to have a negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport – will significantly increase traffic roads already congested cannot accommodate further development, impact on emergency services using the road network. Is contrary to Core Strategy policy T1. • Infrastructure - Other • Landscape – Development would harm the landscape. In Landscape & Settlement Character Appraisal most of site is important to setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape • Nature Conservation • Flood Risk - Poor drainage on Millbrook estate. Potential flooding. • Amenity (e.g. noise, privacy, loss of light) • Scale of development • Listed Building / Conservation Area • Government Policy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF 		<p>is taken forward.</p> <ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study recognises the connections with other biodiverse habitats and recommends additional surveys / actions before development takes place. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Site is not as well related to settlement as other sites. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The site is not located within the Conservation Area and is not adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. 	
CH075c	125	4.10	Statutory bodies/stakeholders	The proposed delivery of circa 125 dwellings is considered to have a	<ul style="list-style-type: none"> • There is no direct access onto the highway and therefore access would have to be 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>SCC Highways: : CH075c is not connected to the highway. Access for 220 dwellings will require more than one access point. May need to be combined with CH075a. Transport Assessment will need to look at junctions and access through Cheadle town centre. Acceptable subject to provision of adequate accesses and visibility splays, which may be compromised by geometry of Ashbourne Road. Mature hedge on Ashbourne road frontage which may be desirable to retain. Careful consideration of access locations required. May require speed limit extension. Pedestrian links must be considered and provided. Planning application SMD/2014/0227 has been submitted for this site.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent – land subject to recent planning application</p> <p>Public response 5 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport – will significantly increase traffic roads already congested cannot accommodate further development, impact on emergency services using the road network. Is contrary to Core Strategy policy T1. • Infrastructure - Other • Landscape – Development would harm the landscape. In Landscape & Settlement Character Appraisal most of site is important of setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape • Nature Conservation • Flood Risk • Amenity (e.g. noise, privacy, loss of light) • Scale of development • Government Policy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF 	<p>significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land and the site's proximity to designated assets is assessed as having a significant negative effect. The site's inaccessibility to areas of existing employment is likely to have a negative effect.</p>	<p>achieved through an adjacent site. The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place.</p> <ul style="list-style-type: none"> • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study recognises the connections with other biodiverse habitats and recommends additional surveys / actions before development takes place. • The Council has recently completed a Level 1 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<p>Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability.</p> <ul style="list-style-type: none"> Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The site is not located within the Conservation Area and is not adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. 	
CH075d	45	1.50	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: : CH075d is not connected to the highway. Access for 220 dwellings will require more than one access point. May need to be combined with CH075a. Transport Assessment will need to look at junctions and access through Cheadle town centre. Acceptable subject to provision of adequate accesses and visibility splays, which may be compromised by geometry of Ashbourne Road. Mature hedge on Ashbourne road frontage which may be desirable to retain. Careful consideration of access locations required. May require speed limit extension. Pedestrian links must be considered and provided. Planning application SMD/2014/0227 has been submitted for this site.</p> <p>Developer/Agent – land is available</p> <p>Public response</p>	<p>The proposed delivery of circa 45 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land and proximity to designated assets is assessed as having a significant negative effect.</p>	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>5 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport – will significantly increase traffic roads already congested cannot accommodate further development, impact on emergency services using the road network. Is contrary to Core Strategy policy T1. • Infrastructure - Other • Landscape – Development would harm to landscape. In Landscape & Settlement Character Appraisal most of site is important to setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape • Nature Conservation • Flood Risk • Amenity (e.g. noise, privacy, loss of light) • Scale of development • Government Policy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF 		<p>forward.</p> <ul style="list-style-type: none"> • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • If there is a need to provide additional playing fields in Cheadle this site is adjacent to Thorley Drive Playing Fields and existing facilities there. • The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study recognises the connections with other biodiverse habitats and recommends additional surveys / actions before development takes place. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<p>residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.</p> <ul style="list-style-type: none"> The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The site is not located within the Conservation Area and is not adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. 	
CH076a	100	3.40	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Don't appear to be connected to the highway. TA's required. Improvements to surrounding highway network likely. Will need cooperation from adjacent developments to provide access.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent – land is available</p> <p>Public response 137 objections (including Cheadle South East Residents),</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools – Need additional education provision. Schools are full. Infrastructure - Traffic / Transport – will significantly increase traffic. Roads already congested cannot accommodate further development. Road network in and around Cheadle needs to be improved in line with development, Need to consider environmental impact of stationary traffic particularly around Cheadle Primary School. Increase in traffic around primary school. Impact on emergency services using the road network. Is contrary to Core Strategy policy T1. Infrastructure – Other – Need additional GPs & 	<p>The proposed delivery of circa 100 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's location near to designated and historic assets and the inaccessibility of areas of existing employment is likely to have a negative effect.</p>	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. New development is the main way to deliver new or improved infrastructure e.g. more 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>dentists. Are there plans to increase police/fire services? Leisure facilities inadequate need additional work on open spaces. Infrastructure can't cope with these plans. Impact on sewage system.</p> <ul style="list-style-type: none"> • Landscape – Development would harm to landscape. In Landscape & Settlement Character Appraisal most of site is important to setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape. Landscape contributes to tourism potential of the town. • Nature Conservation – Harm to wildlife. • Flood Risk - Floodplain with drainage issues. Area floods when it rains. Will make drainage problems on Millbrook Estate & football pitches worse. • Amenity (e.g. noise, privacy, loss of light) Increase in pollution. • Scale of development • Listed Building / Conservation Area – Farmhouse Millhouse Rakeway Rd is listed will be surrounded by development. • Government Policy Core Strategy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF • Other – Loss of agricultural land. Outside adopted 1998 Local Plan boundary & new draft development boundary. Scored low in SA in 2008. Already been significant development in SE Cheadle. Housing should be affordable /starter homes. 		<p>residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.</p> <ul style="list-style-type: none"> • The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The site is not located within the Conservation Area but is close proximity to Mill house which is listed. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<ul style="list-style-type: none"> The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. Land is Agricultural Class 3 Good to Moderate. The development boundary will be amended to incorporate any new allocations. A new sustainability appraisal has been undertaken for each site. Housing completions since 2011 and current housing commitments will be taken into account. There is a requirement for the developer to provide a proportion of affordable housing on each site. 	
CH076b	110	3.66	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Don't appear to be connected to the highway. TA's required. Improvements to surrounding highway network likely. Will need cooperation from adjacent developments to provide access.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent</p> <p>Public response 143 objections (including Cheadle South East Residents),</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools Need additional educational provision. Schools are full. Infrastructure - Traffic / Transport – Will significantly increase traffic. Roads already congested cannot accommodate further development. Road network in and around Cheadle needs to be improved in line with development, Increase in traffic around primary school. Impact on emergency services using the road network. Is contrary to Core Strategy policy T1. Infrastructure – Other – Infrastructure inadequate. Health services already beyond capacity. Impact on sewage system. Need more leisure facilities. Landscape – Development would harm to landscape. In Landscape & Settlement Character Appraisal most 	<p>The proposed delivery of circa 110 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's location near to a LNR and historic assets is likely to have a negative effect, as could the inaccessibility of areas of existing employment.</p>	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of 	

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			<p>of site is important to setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape. Landscape contributes to tourism potential of the town.</p> <ul style="list-style-type: none"> • Nature Conservation – Damage to wildlife. • Flood Risk – On flood plain are drainage issues. Will make drainage problems around Mill estate and football pitches. • Amenity (e.g. noise, privacy, loss of light) Increase in pollution • Scale of development • Listed Building / Conservation Area – Farmhouse Mill House Rakeway Rd is listed would be surrounded by development. • Government Policy Core Strategy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF • Other - Loss of agricultural land. • Scored low in SA in 2008. Already been significant development in SE Cheadle. Housing should be affordable /starter homes. 		<p>that development e.g. children's play areas.</p> <ul style="list-style-type: none"> • The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. 	

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					<ul style="list-style-type: none"> The land is Agricultural Class 3 Good to Moderate. The development boundary will be amended to incorporate any new allocations. A new sustainability appraisal has been undertaken for each site. Housing completions since 2011 and current housing commitments will be taken into account. There is a requirement for the developer to provide a proportion of affordable housing on each site. 	
CH077a	100	3.50	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design, provision of visibility splays and pedestrian facilities. Two points of access required for 200 dwellings. Moss Lane is narrow and not practical to improve it. Pond could be retained for SUDS. Mature hedge on frontage - careful access positioning required to retain as much as possible. Footway available on far side of Rakeway Road. One access close to Mill House and a second close to inside of bend near Beech Lodge would be appropriate.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Leek and Moorlands Historic Building Trust - CH077a is adjacent to Mill House farm (Grade II*) an exceptionally fine 17th century farmhouse. A controversial site that would separate the farmhouse from its rural setting and which should at all costs be protected from development.</p> <p>Developer/Agent – land is available</p> <p>Public response 136 objections, (including Cheadle South East Residents)</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools –Need additional educational provision. Schools are full. Infrastructure - Traffic / Transport – Will significantly increase traffic. Roads already congested cannot accommodate further development. Road network in and around Cheadle needs to be improved in line with development, Impact on emergency services using 	<p>The proposed delivery of circa 100 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3 and proximity to historic assets. Additionally, the site has regional ecological importance and could be classed as an SBI which has a significant negative effect. The inaccessibility of areas of existing employment is likely to have a negative effect.</p>	<ul style="list-style-type: none"> The site is adjacent to Mill House Farm (Grade II*) Listed Building. It is considered that this is a sensitive site and would separate the farm from its rural setting. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The Highway Authority has not raised any issues which would prevent the development of this site. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. 	

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			<p>the road network. Increase in traffic around primary school. Is contrary to Core Strategy policy T1.</p> <ul style="list-style-type: none"> • Infrastructure – Other – Infrastructure inadequate. Health services already beyond capacity. Impact on sewage system. Need more leisure facilities. • Landscape – Development would harm to landscape. In Landscape & Settlement Character Appraisal most of site is important to setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape. Landscape contributes to tourism potential of the town. • Nature Conservation – Will impact on wildlife. • Flood Risk - Flood plain with drainage issues. Will make drainage problems are mill estate & football pitches worse. • Amenity (e.g. noise, privacy, loss of light) Increase in pollution. • Scale of development • Listed Building / Conservation Area – Farmhouse Millhouse, Rakeway Rd is listed would be surrounded by development. • Government Policy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF. • Other - Loss of agricultural land. Planning Inspector said this area unsuitable for large scale development. . Loss of area used for recreation. Map submitted showing sites CH121-122 & CH75a/d CH76 a-c, CH77a-b with constraints overlaid. Outside adopted 1998 Local Plan boundary & new draft development boundary. Scored low in SA in 2008. Should build on brownfield sites in Stoke. Already been significant development in SE Cheadle. Housing should be affordable /starter homes. 		<ul style="list-style-type: none"> • The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study suggests that the site could be considered for designation as a Site of Biological Importance. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. • The land is Agricultural Class 3 Good to Moderate. • The development boundary will be amended 	

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					<p>to incorporate any new allocations.</p> <ul style="list-style-type: none"> A new sustainability appraisal has been undertaken for each site. Housing completions since 2011 and current housing commitments will be taken into account. There is a requirement for the developer to provide a proportion of affordable housing on each site. 	
CH0077b	105	3.56	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design, provision of visibility splays and pedestrian facilities. Two points of access required for 200 dwellings. Moss Lane is narrow and not practical to improve it. Pond could be retained for SUDS. Mature hedge on frontage - careful access positioning required to retain as much as possible. Footway available on far side of Rakeway Road. One access close to Mill House and a second close to inside of bend near Beech Lodge would be appropriate.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Leek and Moorlands Historic Building Trust - CH077b forms part of the rural setting of Mill House Farm an exceptionally fine 17th century farmhouse. A controversial site that would separate the farmhouse from its rural setting, and which should at all costs be protected from development.</p> <p>Developer/Agent – land is available</p> <p>Public response 134 objections (including Cheadle South East Residents)</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools Need additional educational provision. Schools are full. Infrastructure - Traffic / Transport – will significantly increase traffic roads already congested cannot accommodate further development, . Road network in and around Cheadle needs to be improved in line with development, Impact on emergency services using the road network. Is contrary to Core Strategy policy T1. Infrastructure – Cheadle does not have the infrastructure to cope with current demands. How will it cope with increase in population? Health services 	<p>The proposed delivery of circa 105 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. Additionally, the site has regional ecological importance and could be classed as an SBI which has a significant negative effect. The site's location near to historic assets is likely to have a negative effect, as could the inaccessibility of areas of existing employment.</p>	<ul style="list-style-type: none"> The site is adjacent to Mill House Farm (Grade II*) Listed Building. It is considered that this is a sensitive site and would separate the farm from its rural setting. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The Highway Authority has not raised any issues which would prevent the development of this site. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken 	

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			<p>already beyond capacity. Impact on sewage system. Need more leisure facilities.</p> <ul style="list-style-type: none"> • Landscape – Development would harm to landscape. In Landscape & Settlement Character Appraisal most of site is important to setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape. Landscape contributes to tourism potential of the town. • Nature Conservation – Will harm wildlife. • Flood Risk – Flood plain with drainage issues. Will make drainage problems are mill estate & football pitches worse. • Amenity (e.g. noise, privacy, loss of light) Increase in pollution. • Scale of development • Listed Building / Conservation Area – Farmhouse Millhouse, Rakeway Rd is listed would be surrounded by development. • Government Policy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF • Other – Statistics do not support increase in building. Loss of agricultural land. Planning Inspector said this area unsuitable for largescale development. . Loss of area used for recreation. Should use brownfield sites. Sites in Stoke. Map submitted showing sites CH121-122 & CH75a/d CH76 a-c, CH77a-b with constraints overlaid. Outside adopted 1998 Local Plan boundary & new draft development boundary. Scored low in SA in 2008. Already been significant development in SE Cheadle. Housing should be affordable /starter homes. 		<p>during the plan production process if the site is taken forward.</p> <ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study suggests that the site could be considered for designation as a Site of Biological Importance. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by a FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. • The land is Agricultural Class 3 Good to Moderate. • The development boundary will be amended to incorporate any new allocations. • A new sustainability appraisal has been undertaken for each site. 	

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					<ul style="list-style-type: none"> Housing completions since 2011 and current housing commitments will be taken into account. There is a requirement for the developer to provide a proportion of affordable housing on each site. 	
CH080	80	2.40	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: No obvious access to the highway. How would access be proposed? Cherry Lane is a private road with poor visibility onto Oakamoor Road. Careful consideration of access through CH081 and Bala Grove estate. TA would be required.</p> <p>Environment Agency - Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor.</p> <p>Developer/Agent – land is available</p> <p>Public response 293 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools are full to capacity Infrastructure - Traffic / Transport – No direct access to site can only be accessed if surrounding fields developed creating large housing estate with lengthy access roads. Existing traffic congestion in the area. Alton Towers traffic. JCB expanding leading to more traffic. Need to look at road system before houses are built. Roads are dangerous due to volumes of traffic & HGVs. One person knocked over a week. Roads cannot cope with existing traffic and increase in traffic. Need a traffic survey. Cheadle cannot support massive proposed developments. Pavements are a major problem. Infrastructure –Need more GPs & dentists. Sewage issues. Landscape - In the countryside would be visually prominent would have significant landscape impact. Nature Conservation – Impact on wildlife. Flood Risk - Part of site in a flood zone, on a slope would exacerbate flooding further downstream of Cecily Brook. Will increase flooding. Wrong to build houses close to brook that feeds Cecily Brook & other sites of nature significance will impact on wildlife & will lose flood plain. Amenity (e.g. noise, privacy, loss of light) Scale of development- Too high Listed Building / Conservation Area Historic character 	<p>The proposed delivery of circa 80 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's location near to a LNR and historic assets is likely to have a negative effect.</p>	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. The Highway Authority has indicated that a TA would be required. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. Cecilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The land in question is not highlighted as being important to the setting of the 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>assessment for CH080 & 081 states historic legibility & aesthetics of the area is of high value. Former mid-19th century historic tramline crosses site. Area full of local history should be publicised.</p> <ul style="list-style-type: none"> • Government Policy • Other - Site outside Local Plan (1998) boundary & new draft development boundary. No planning history. Well used footpath on sites. Loss of agricultural land. Loss of open space for recreation/green. Impact on tourism. Loss of green belt Not enough jobs. Should use brownfield sites e.g. Thomas Bolton site and sites in town boundary. Need an infrastructure plan before development can be considered. Cheadle becoming overpopulated. Lack of shops on High Street. Should be self build to a high standard. Need affordable housing. Building on site not shown. 		<p>settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.</p> <ul style="list-style-type: none"> • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The north west edge of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space. • Any application would be accompanied by a FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Site is not as well related to settlement as other sites. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The site is not located within the Conservation Area or adjacent to any listed buildings. Note comments regarding Historic Landscape Characterisation Study. It states that any new development should reflect the overall regularity of the historic landscape character and designed to reflect local vernacular in terms of scale and architectural form. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward which should consider former mid-19th century historic tramline. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. 	

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					<ul style="list-style-type: none"> The land is Agricultural Class 3 Good to Moderate. The development boundary will be amended to incorporate any new allocations. New housing will support the town centre. There is a requirement for the developer to provide a proportion of affordable housing on each site. 	
CH081	110	3.20	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: This proposed housing site can be served by gaining vehicular access from Bala Road and Tay Close given their existing geometry and nos. of dwellings currently served by these two roads.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Environment Agency - Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor Developer/Agent</p> <p>Developer/Agent – land is available</p> <p>Public response 290 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools are full to capacity Infrastructure - Traffic / Transport – No main road access can only be accessed through existing estate roads many are poorly designed. Dangerous S bend on Rudyard Way/Ullswater & several other bends/junctions. Roads are dangerous due to volumes of traffic & HGVs. One person knocked over a week. Main estate access would be via B5417 Oakamoor Road which is not designed for large throughput of traffic. Existing traffic congestion in the area. Alton Towers traffic. JCB expanding leading to more traffic. Need to look at road system before houses are built. Roads cannot cope with existing traffic and increase in traffic. Need a bypass. Need a traffic survey. Cheadle cannot support massive proposed developments. Pavements are a major 	<p>The proposed delivery of circa 110 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to health care services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's location near to a LNR and historic assets and its district ecological importance is likely to have a negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. Cecilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>problem.</p> <ul style="list-style-type: none"> • Infrastructure –Need more GPs & dentists. Sewage issues. • Landscape - In the countryside would be visually prominent would have significant landscape impact. • Nature Conservation – Impact on wildlife. • Flood Risk -. Will increase flooding Wrong to build houses close to brook that feeds Cecily Brook & other sites of nature significance will impact on wildlife & will lose flood plain. • Amenity (e.g. noise, privacy, loss of light) • Scale of development- Too high • Listed Building / Conservation Area Historic character assessment for CH080 & 081 states historic legibility & aesthetics of the area is of high value. Area full of local history should be publicised. • Government Policy • Other - Site outside Local Plan (1998) boundary & new draft development boundary. No planning history. Well used footpath on sites. Loss of agricultural land. Loss of open space for recreation/green spaces. Loss of green belt Not enough jobs. Should use brownfield sites eg Thomas Bolton site and sites in town boundary. Need an infrastructure plan before development can be considered. Cheadle becoming overpopulated. Lack of shops on High Street. Should be self build.to a high standard. Need affordable housing. 		<ul style="list-style-type: none"> • The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The western edge of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space. • Any application would be accompanied by a FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The site is not located within the Conservation Area or adjacent to any listed buildings. Note comments regarding Historic Landscape Characterisation Study. It states that any new development should reflect the overall regularity of the historic landscape character and designed to reflect local vernacular in terms of scale and architectural form. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward which should consider former mid-19th century historic tramline. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing 	

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					<p>needs.</p> <ul style="list-style-type: none"> The land is Agricultural Class 3 Good to Moderate. The development boundary will be amended to incorporate any new allocations. New housing will support the town centre. There is a requirement for the developer to provide a proportion of affordable housing on each site. 	
CH093	165	5.50	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Not connected to highway. Obvious access through CH128, will require adjacent landowners to cooperate. TA required.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>Leek and Moorlands Historic Buildings Trust - Development of CH093 (and its neighbour CH128) extends too far into open countryside, where a good group of traditional buildings currently mark the break between town and countryside.</p> <p>Developer/Agent – Land available</p> <p>Public response 22 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools – Need more school places. Schools already full. Infrastructure - Traffic / Transport - Is some distance from schools/services would increase traffic congestion. Cheadle is already congested and roads cannot cope. Traffic from Alton Towers .Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector Access to the site is difficult. Site bounded by railway line reinstatement of this line is feasible. Moorland & City Rail are considering opening part of line to Cresswell. Road system already inadequate. Infrastructure – Other – Infrastructure inadequate. Need more health services. Are already 	<p>The proposed delivery of circa 165 dwellings is considered to have a significant positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's proximity to historic assets is likely to have a negative effect, as could the inaccessibility of areas of existing employment.</p>	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. If access can be resolved to an acceptable standard then development could take place. The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d. The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH093 could be considered for release from the Green Belt. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take 	<p>North East Section only = GREEN Incorporated within CH085d</p> <p>Rest of site = AMBER</p>

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>overstretched. Lack of open space.</p> <ul style="list-style-type: none"> • Landscape Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement. • Nature Conservation – Deter wildlife from the area. Abundant wildlife on site. • Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development would increase likelihood of further flooding. • Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise • Scale of development - Too many houses for Cheadle Disproportionate to infrastructure. Too far from shops & facilities. • Listed Building / Conservation Area - Need to conserve heritage assets • Government Policy - Contrary to NPPF. • Other - Sites to north of Cheadle centre would balance town (provided infrastructure improved). Proposed development disproportionate to other towns. Where will the people come from Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Site is green belt. Should build in north & east of Cheadle. Are other suitable brownfield sites. Coal workings on site. Loss of land used by residents for recreation. Green belt land. Good agricultural land. <p>Support</p> <ul style="list-style-type: none"> • Other - Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. Planning gain develop southern link road. 		<p>forward.</p> <ul style="list-style-type: none"> • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Site is not as well related to settlement as other sites. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<ul style="list-style-type: none"> The land is Agricultural Class 3 Good to Moderate. The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The development boundary will be amended to incorporate any new allocations. The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development. 	
CH121	38	1.20	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design, provision of visibility splays and pedestrian links to existing footways. Improvement of the existing access to the cottage would be most appropriate. Public right of way Cheadle 4 runs along the access to the cottage.</p> <p>Developer/Agent – landowner intentions unknown</p> <p>Public response 3 objections</p> <p>Issues raised</p> <p>Objections</p> <ul style="list-style-type: none"> Other Loss of agricultural land. Loss of footpath. Outside draft new town boundary. 	The proposed delivery of circa 38 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's district ecological importance and proximity to a LNR is likely to have a negative effect.	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. Public right of way would need to be retained. The land is Agricultural Class 3 Good to Moderate. The development boundary will be amended to incorporate any new allocations. 	
CH122	22	0.70	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Not directly connected to the highway. Would need to be developed in conjunction with CH121. See comments for CH121</p> <p>Developer/Agent – landowner intentions unknown</p> <p>Public response 3 objections</p> <p>Objections</p> <ul style="list-style-type: none"> Other Loss of agricultural land. Loss of footpath. Outside draft new town boundary. Dwellings of Lightwood Fields & the Hollies on this land. 	The proposed delivery of circa 22 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's district ecological importance and proximity to a LNR is likely to have a negative effect.	<ul style="list-style-type: none"> There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. If access can be resolved to an acceptable standard then development could take place. The land is Agricultural Class 3 Good to Moderate. The development boundary will be amended to incorporate any new allocations. 	
CH128	28	0.90	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Access onto highway and visibility can be achieved. Footway should be extended into the plot. Could provide access to CH093 and provide alternative access to CH085a to d to avoid all traffic accessing off existing residential roads.</p>	The proposed delivery of circa 28 dwellings and accessibility to areas of existing employment is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. In addition the site could provide access to site CH093, and sites CH085a – d. The site is within the Green Belt. The Council 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Leek and Moorlands Historic Buildings Trust - Development of CH128 (and its neighbour CH093) extends too far into open countryside, where a good group of traditional buildings currently mark the break between town and countryside.</p> <p>Developer/Agent – site is available</p> <p>Public response 21 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools – Need more school places. • Infrastructure - Traffic / Transport - Is some distance from schools/services would increase traffic congestion. Cheadle is already congested and roads cannot cope. Traffic from Alton Towers/JCB & Tamarac. Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector. Access to the site is difficult. Site bounded by railway line reinstatement of this line is feasible. Moorland & City Rail are considering opening part of line to Cresswell. • Infrastructure – Other – Infrastructure inadequate. Need more health services. Are already overstretched. Lack of open space. • Scale of development - Disproportionate to infrastructure. Site too far from shops & facilities.. • Landscape Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement. • Nature Conservation – Deter wildlife from the area. .Abundant wildlife on site. • Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development would increase likelihood of further flooding • Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise/pollution. • Scale of development - Too many houses for Cheadle. • Listed Building / Conservation Area - Need to conserve heritage assets • Government Policy - Contrary to NPPF • Other - Sites to north of Cheadle centre would balance town (provided infrastructure improved). Proposed development disproportionate to other towns. Where will the people come from Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Site is green belt. Should build in north & east of Cheadle. Coal workings on site. Loss of area used by residents for recreation. Green belt. Outside draft new town boundary. 	<p>development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's proximity to a historic assets is likely to have a negative effect.</p>	<p>has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH128 could be considered for release from the Green Belt.</p> <ul style="list-style-type: none"> • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> Other - Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. Brownfield, good access & would access CH093. Close to housing. Flat . No constraints. 		<p>inform the site selection process. The site is within Flood Zone 1 – Low probability.</p> <ul style="list-style-type: none"> Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The site is not located within the Conservation Area or adjacent to any listed buildings. However note comments regarding group of traditional buildings marking edge of town and open countryside. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The development boundary will be amended to incorporate any new allocations. The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development. 	
CH129	120	3.90	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design, provision of adequate visibility and pedestrian links. Mature hedge on frontage. Moor Lane is a private/unadopted road. Could be brought up to adoptable standard on site frontage and emergency access provided along Shelsey Road (with boulders removed). May be difficult to upgrade Moor Lane between Shelsey Road and Oakamoor Road or to provide adequate visibility at Moor Lane/Oakamoor Road junction. Acceptable subject to access design, provision of</p>	<p>The proposed delivery of circa 120 dwellings is considered to have a significant positive effect, as could the accessibility to areas of existing employment. Similarly, the site's accessibility to services and facilities and distance away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>adequate visibility and pedestrian links. Mature hedge on frontage.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent – site is available</p> <p>Public response 8 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools – Not enough schools • Infrastructure - Traffic / Transport – No provision for extra traffic area cannot cope with exiting traffic. Traffic from Alton Towers & JCB. No main access road traffic would come onto B5417 close to 30mph zone. Roads dangerous. • Infrastructure – Other – Not enough GPs, dentists, hospital facilities. • Landscape • Nature Conservation – Close local nature reserves & possibly within SSSI at Dimmingsdale. • Flood Risk – Already a problem on the estate. • Amenity (e.g. noise, privacy, loss of light) Noise & pollution. • Scale of development • Listed Building / Conservation Area • Government Policy • Other – Close to Hales Pool local amenity area. Is productive farmland. Outside new draft town boundary. 	<p>negative effect. The site's proximity to a LNR and district ecological importance is likely to have a negative effect.</p>	<p>sites is known.</p> <ul style="list-style-type: none"> • The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<p>content of that application.</p> <ul style="list-style-type: none"> The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The site is not located within the Conservation Area or adjacent to any listed buildings. Note comments about Hales Pool local amenity area. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The land is Agricultural Class 3 Good to Moderate. The development boundary will be amended to incorporate any new allocations. 	
CH132	130	4.00	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Vehicular access to link site CH001 to South but nos would be limited to approx 50 with this access arrangement. To deliver total envisaged no. need new vehicular link to Froghall Road via Thorpe Rise. Pedestrian access to be provided to existing residential estate to the West and South. Acceptable subject to access design, provision of adequate visibility and pedestrian links. No direct connection to the highway. How is access proposed? Hammersley Hayes Road will need significant improvement. Additional land will be required if it can be acquired, from multiple owners.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Environment Agency - Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor</p> <p>Developer/Agent RPS Supports allocation. Is promoting site and CH001 for development. Will provide access to CH001. Have produced a masterplan for the sites which includes:</p>	<p>The proposed delivery of circa 130 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to areas of existing employment and distance away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location within flood zone 2 and 3. The site's proximity to two LNRs and district ecological importance is likely to have a negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority has raised issues regarding access. No of dwellings would be limited to 50 if accessed through adjacent site CH001. Additional land would be required if other access gained into site which would involve numerous landowners. The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. A small section to the east of the site is located in Flood Zone 3 – High probability and will need to be incorporated into uses other than housing i.e. open space. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> • land for a new primary school • new area of public open space & allotments • play area • SUDs • Improvements to local highways network • Landscaping • 33% affordable housing (subject to viability) <p>Public response 290 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools are full to capacity • Infrastructure - Traffic / Transport – No direct road access. Roads are dangerous due to volumes of traffic & HGVs. One person knocked over a week.. Existing traffic congestion in the area. Alton Towers traffic. JCB expanding leading to more traffic. Need to look at road system before houses are built. Roads cannot cope with existing traffic and increase in traffic. Need a traffic survey. Cheadle cannot support massive proposed developments. Pavements are a major problem. • Infrastructure –Need more GPs & dentists. Sewage issues. • Landscape - In the countryside would be visually prominent would have significant landscape impact. • Nature Conservation – Impact on wildlife. • Flood Risk -. Will increase flooding Wrong to build houses close to brook that feeds Cecily Brook & other sites of nature significance will impact on wildlife & will lose flood plain. • Amenity (e.g. noise, privacy, loss of light) • Scale of development- Too high • Listed Building / Conservation Area In the vicinity of Broad Haye Farmhouse grade II listed. Area full of local history should be publicised. • Government Policy • Other - Site outside Local Plan (1998) boundary & new draft development boundary. Well used footpath on sites. Loss of open space for recreation/green spaces. Loss of green belt Not enough jobs. Should use brownfield sites e.g. Thomas Bolton site and sites in town boundary. Need an infrastructure plan before development can be considered. Cheadle becoming overpopulated. Lack of shops on High Street. Should be self build.to a high standard. Need affordable housing. Loss of agricultural land. 		<p>affected.</p> <ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • Cecilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study. • The site is not located within the Conservation Area and there are no listed buildings within the site. Comments about Broad Haye Farmhouse are noted. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • A Masterplan has been submitted by the developer for the proposed development of the site (CH001 & CH132) which indicates land for a primary school. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<ul style="list-style-type: none"> • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The National Planning Policy Framework supports housing growth which meets the Council’s objectively assessed housing needs. • The land is Agricultural Class 3 Good to Moderate. • The development boundary will be amended to incorporate any new allocations. • New housing will support the town centre. • There is a requirement for the developer to provide a proportion of affordable housing on each site. 	
CH134a	150	5.30	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Only 134b is connected to highway. TA required. Potential through route to connect CH135a – c and Leek Road. Pedestrian connectivity onto existing network should be considered.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent – land is available</p> <p>Public response 302 objections, 2 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools are full to capacity • Infrastructure - Traffic / Transport – Existing traffic congestion in the area. Alton Towers traffic. JCB expanding leading to more traffic. Need to look at road system before houses are built. Roads are dangerous due to volumes of traffic & HGVs. One person knocked over a week. Roads cannot cope with existing traffic and increase in traffic. Need a traffic survey. Cheadle cannot support massive proposed developments. Pavements are a major problem. • Infrastructure –Need more GPs & dentists. GPs 	<p>The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. Similarly, the site’s accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land and the remote nature of the site is assessed as having a significant negative effect, as could the site’s location within flood zone 2 and 3.</p>	<ul style="list-style-type: none"> • There is no direct access to site 134a and would need access via an adjacent site. If access can be resolved to an acceptable standard then development could take place. • The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH134a makes a significant contribution and should not be considered for release. • The land in question is not highlighted as being important to the setting of the settlement in the Council’s Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>already full. Sewage issues.</p> <ul style="list-style-type: none"> • Landscape – In the countryside would be visually prominent would have significant landscape impact. • Nature Conservation – Impact on wildlife. • Flood Risk - Part of site in a flood zone.. Will increase flooding. Wrong to build houses close to brook that feeds Cecily Brook & other sites of nature significance will impact on wildlife & will lose flood plain. • Amenity (e.g. noise, privacy, loss of light) • Scale of development- Too high • Listed Building / Conservation Area - Area full of local history should be publicised. • Government Policy • Other - Site outside Local Plan (1998) boundary & new draft development boundary within green belt. Area 3 scored lowest of broad areas in 2008 Preferred Options Sustainability Appraisal. Scored 13 out of 46. Well used footpath on sites. Loss of open space for recreation/green spaces. Loss of green belt Not enough jobs. Should use brownfield sites e.g. Thomas Bolton site and sites in town boundary. Need an infrastructure plan before development can be considered? Cheadle becoming overpopulated. Lack of shops on High Street. Should be self build to a high standard. Need affordable housing. Green belt site are other sites to build on. Loss of agricultural land. Will change character of town. Brownfield sites in Stoke. <p>Support</p> <ul style="list-style-type: none"> • Other Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. Green belt but are exceptional circumstances. Could house JCB workers. Good bus routes. 		<p>options for delivering school capacity dependant on the sites selected to take forward.</p> <ul style="list-style-type: none"> • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. • The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<p>be undertaken during the plan production process if the site is taken forward.</p> <ul style="list-style-type: none"> The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The development boundary will be amended to incorporate any new allocations. A new sustainability appraisal will be undertaken for each site. The land is Agricultural Class 3 Good to Moderate. 	
CH134b	150	5.30	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Only 134b is connected to highway. TA required. Potential through route to connect CH135a – c and Leek Road. Pedestrian connectivity onto existing network should be considered.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Developer/Agent – land is available</p> <p>Public response 302 objections, 2 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools are full to capacity Infrastructure - Traffic / Transport – Existing traffic congestion in the area. Alton Towers traffic. JCB expanding leading to more traffic. Need to look at road system before houses are built. Roads are dangerous due to volumes of traffic & HGVs. One person knocked over a week. Roads cannot cope with existing traffic and increase in traffic. Need a traffic survey. Cheadle cannot support massive proposed developments. Pavements are a major problem. Infrastructure –Need more GPs & dentists. GPs already full. Sewage issues. Landscape – In the countryside would be visually prominent would have significant landscape impact. Nature Conservation – Impact on wildlife. Flood Risk - Part of site in a flood zone.. Will increase flooding. Wrong to build houses close to brook that feeds Cecily Brook & other sites of nature significance will impact on wildlife & will lose flood plain. 	<p>The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location within flood zone 2 and 3. The site's proximity to a LNR is likely to have a negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH134b makes a significant contribution and should not be considered for release. The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> • Amenity (e.g. noise, privacy, loss of light) • Scale of development- Too high • Listed Building / Conservation Area - Area full of local history should be publicised. • Government Policy • Other - Site outside Local Plan (1998) boundary & new draft development boundary within green belt. Area 3 scored lowest of broad areas in 2008 Preferred Options Sustainability Appraisal. Scored 13 out of 46. Well used footpath on sites. Loss of open space for recreation/green spaces. Loss of green belt Not enough jobs. Should use brownfield sites e.g. Thomas Bolton site and sites in town boundary. Need an infrastructure plan before development can be considered? Cheadle becoming overpopulated. Lack of shops on High Street. Should be self build.to a high standard. Need affordable housing. Green belt site are other sites to build on. Loss of agricultural land. Will change character of town. Brownfield sites in Stoke. <p>Support</p> <ul style="list-style-type: none"> • Other Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. Green belt but are exceptional circumstances. Could house JCB workers. Good bus routes. 		<p>that development e.g. children's play areas.</p> <ul style="list-style-type: none"> • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. • The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. • The development boundary will be amended to incorporate any new allocations. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<ul style="list-style-type: none"> A new sustainability appraisal will be undertaken for each site. The land is Agricultural Class 3 Good to Moderate. 	
CH0135a	160	5.40	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: CH135a connects to Leek Road. Highfield Avenue connects onto boundary between 135b and c. TA required. Highfield Avenue should be secondary access with primary access onto Leek Road (or Highfield Ave may need improvement). Through route should be considered to connect through to CH134a – b and Froghall Road. Pedestrian connectivity onto existing network should be considered. Speed limit may need to be extended.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Leek and Moorlands Historic Buildings Trust - CH135a extends too far into the Green Belt which should be maintained between the built up area and Harewood Park which, with its open land and fine stand of parkland trees forms a fine open setting for the north-western side of the town.</p> <p>Developer/Agent – land available</p> <p>Public response 301 objections, 2 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools are full to capacity Infrastructure - Traffic / Transport – Existing traffic congestion in the area. Alton Towers traffic. JCB expanding leading to more traffic. Need to look at road system before houses are built. Roads are dangerous due to volumes of traffic & HGVs. One person knocked over a week. Roads cannot cope with existing traffic and increase in traffic. Need a traffic survey. Cheadle cannot support massive proposed developments. Pavements are a major problem. No direct road access. Infrastructure –Need more GPs & dentists. GPs already full. Sewage issues. Landscape – In the countryside would be visually prominent would have significant landscape impact. Nature Conservation – Impact on wildlife. Flood Risk - Part of site in a flood zone.. Will increase flooding. Wrong to build houses close to brook that feeds Cecily Brook & other sites of nature significance 	<p>The proposed delivery of circa 160 dwellings is considered to have a significant positive effect, as could its proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect, as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location within flood zone 2 and 3.</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH135a makes a significant contribution and should not be considered for release. The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>will impact on wildlife & will lose flood plain.</p> <ul style="list-style-type: none"> • Amenity (e.g. noise, privacy, loss of light) • Scale of development- Too high • Listed Building / Conservation Area - Area full of local history should be publicised. • Government Policy • Other - Site outside Local Plan (1998) boundary & new draft development boundary within green belt. Area 3 scored lowest of broad areas in 2008 Preferred Options Sustainability Appraisal. Scored 13 out of 46. Well used footpath on sites. Loss of open space for recreation/green spaces. Loss of green belt. Not enough jobs. Should use brownfield sites eg Thomas Bolton site and sites in town boundary. Need an infrastructure plan before development can be considered? Cheadle becoming overpopulated. Lack of shops on High Street. Should be self build to a high standard. Need affordable housing. Green belt sites are other sites to build on. Loss of agricultural land. Will change character of town. Brownfield sites in Stoke. <p>Support</p> <ul style="list-style-type: none"> • Other Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. Green belt but are exceptional circumstances. Could house JCB workers. Good bus routes. 		<ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. • The site is not located within the Conservation Area or adjacent to any listed buildings. Comments regarding proximity to Harewood Park are noted. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. • The development boundary will be amended to incorporate any new allocations. • A new sustainability appraisal will be undertaken for each site. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<ul style="list-style-type: none"> The land is Agricultural Class 3 Good to Moderate. 	
CH0135b	110	3.70	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: CH135a connects to Leek Road. Highfield Avenue connects onto boundary between 135b and c. TA required. Highfield Avenue should be secondary access with primary access onto Leek Road (or Highfield Ave may need improvement). Through route should be considered to connect through to CH134a – b and Froghall Road. Pedestrian connectivity onto existing network should be considered. Speed limit may need to be extended.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Leek and Moorlands Historic Buildings Trust - If extension into the Green Belt on the south-western side of the town is essential then this together with its northern neighbour (CH135c) form are logical in relationship to the existing developments, and would still allow the preservation a belt of open land between the built up area and the fine group of buildings at Harewood Park.</p> <p>Developer/Agent – land is available</p> <p>Public response 303 objections, 2 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools are full to capacity Infrastructure - Traffic / Transport – Access should not be from Highfield Avenue cul-de-sac not suitable. Existing traffic congestion in the area. Alton Towers traffic. JCB expanding leading to more traffic. Need to look at road system before houses are built. Roads are dangerous due to volumes of traffic & HGVs. One person knocked over a week. Roads cannot cope with existing traffic and increase in traffic. Need a traffic survey. Cheadle cannot support massive proposed developments. Pavements are a major problem. Infrastructure –Need more GPs & dentists. GPs full. Sewage issues. Shops closing in town centre. Town centre should be improved for existing residents. Landscape - In the countryside would be visually prominent would have significant landscape impact. Nature Conservation – Impact on wildlife. Flood Risk - Part of site in a flood zone.. Will increase flooding. Wrong to build houses close to brook that feeds Cecily Brook & other sites of nature significance will impact on wildlife & will lose flood plain. Amenity (e.g. noise, privacy, loss of light) Lack of 		<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH135b makes a significant contribution and should not be considered for release. The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>privacy, increase in noise pollution from traffic.</p> <ul style="list-style-type: none"> Scale of development- Too high Listed Building / Conservation Area - Area full of local history should be publicised. Government Policy Other - Site outside Local Plan (1998) boundary & new draft development boundary within green belt. Area 3 scored lowest of broad areas in 2008 Preferred Options Sustainability Appraisal. Scored 13 out of 46. Well used footpath on sites. Loss of open space for recreation/green spaces. Loss of green belt Not enough jobs. Should use brownfield sites eg Thomas Bolton site and sites in town boundary. Need an infrastructure plan before development can be considered? Cheadle becoming overpopulated. Lack of shops on High Street. Should be self build to a high standard. Need affordable housing. Green belt site are other sites to build on. Loss of agricultural land. Will change character of town. Brownfield sites in Stoke. <p>Support</p> <ul style="list-style-type: none"> Other Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. Green belt but are exceptional circumstances. Could house JCB workers. Good bus routes. 		<p>potentially suitable for development will also need to be assessed.</p> <ul style="list-style-type: none"> The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The site is within Flood Zone 1 – Low probability. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The site is not located within the Conservation Area or adjacent to any listed buildings. Comments regarding proximity to Harewood Park are noted. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The development boundary will be amended to incorporate any new allocations. A new sustainability appraisal will be undertaken for each site. The land is Agricultural Class 3 Good to Moderate. 	
CH0135c	130	4.40	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: CH135a connects to Leek Road. Highfield Avenue connects onto boundary between 135b and c. TA required. Highfield Avenue should be secondary access</p>	<p>The proposed delivery of circa 130 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is</p>	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. The site is within the Green Belt. The Council 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>with primary access onto Leek Road (or Highfield Ave may need improvement). Through route should be considered to connect through to CH134a – b and Froghall Road. Pedestrian connectivity onto existing network should be considered. Speed limit may need to be extended.</p> <p>Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Leek and Moorlands Historic Buildings Trust - If extension into the Green Belt on the south-western side of the town is essential then this together with its northern neighbour (CH135b) form are logical in relationship to the existing developments, and would still allow the preservation a belt of open land between the built up area and the fine group of buildings at Harewood Park.</p> <p>Developer/Agent</p> <p>Public response 297 objections 2 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools are full to capacity • Infrastructure - Traffic / Transport – Access should not be from Highfield Avenue cul-de-sac not suitable. Existing traffic congestion in the area. Alton Towers traffic. JCB expanding leading to more traffic. Need to look at road system before houses are built. Roads are dangerous due to volumes of traffic & HGVs. One person knocked over a week. Roads cannot cope with existing traffic and increase in traffic. Need a traffic survey. Cheadle cannot support massive proposed developments. Pavements are a major problem. • Infrastructure –Need more GPs & dentists. GPs full. Sewage issues. • Landscape – In the countryside would be visually prominent would have significant landscape impact. • Nature Conservation – Impact on wildlife. • Flood Risk - Part of site in a flood zone.. Will increase flooding. Wrong to build houses close to brook that feeds Cecily Brook & other sites of nature significance will impact on wildlife & will lose flood plain. • Amenity (e.g. noise, privacy, loss of light) • Scale of development- Too high • Listed Building / Conservation Area - Area full of local history should be publicised. • Government Policy • Other - Site outside Local Plan (1998) boundary & new draft development boundary within green belt. Area 3 scored lowest of broad areas in 2008 	<p>likely to have a positive effect, as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location within flood zone 2 and 3.</p>	<p>has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH135c makes a significant contribution and should not be considered for release.</p> <ul style="list-style-type: none"> • The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Preferred Options Sustainability Appraisal. Scored 13 out of 46. Well used footpath on sites. Loss of open space for recreation/green spaces. Loss of green belt Not enough jobs. Should use brownfield sites eg Thomas Bolton site and sites in town boundary. Need an infrastructure plan before development can be considered? Cheadle becoming overpopulated. Lack of shops on High Street. Should be self build to a high standard. Need affordable housing. Green belt site are other sites to build on. Loss of agricultural land. Will change character of town. Brownfield sites in Stoke.</p> <p>Support</p> <ul style="list-style-type: none"> Other Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. Green belt but are exceptional circumstances. Could house JCB workers. Good bus routes. 		<p>District, the results of which are being used to inform the site selection process. The site is within Flood Zone 1 – Low probability.</p> <ul style="list-style-type: none"> Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. The scale of development will depend on the number of sites allocated in this particular location. The site is not located within the Conservation Area or adjacent to any listed buildings. Comments regarding proximity to Harewood Park are noted. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs. The development boundary will be amended to incorporate any new allocations. A new sustainability appraisal will be undertaken for each site. The land is Agricultural Class 3 Good to Moderate. 	
CH165	26	0.90	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Park Lane is a private road. It is narrow and unmade. It would need to be widened and improved over its full length to provide access to this plot.</p> <p>Developer/Agent – land is available Willard – site should not be included as a large site and is more suitable for 4 – 6 dormer bungalows.</p> <p>Public response 14 objections</p>	<p>The proposed delivery of circa 26 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's proximity to historic assets is likely to have a negative effect.</p>	<ul style="list-style-type: none"> The Highway Authority has raised issues with access to the site. The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH165 makes a significant contribution and should not be considered for release. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools- Can't support increase in housing. • Infrastructure - Traffic / Transport – Access poor along a narrow lane. Single track road with limited pavements which is main access to cemetery and is well used by people visiting cemetery Junction with Town Lane poor. Unsuitable for significant development. Would cause traffic congestion. Need to improve road infrastructure. Road floods. • Infrastructure – Other – Infrastructure will not support development. • Landscape – Beautiful landscape important to setting of Cheadle. Landscape & Character Assessment states site is important to setting of Cheadle. • Nature Conservation – Wildlife would be destroyed. Are buzzards in the area. • Flood Risk – Road floods adding to flood problems in the area. • Amenity (e.g. noise, privacy, loss of light) • Scale of development – Too high • Listed Building / Conservation Area • Government Policy – Site is green belt contrary to NPPF to develop it. • Other – Close to cemetery should be respected left in peace & quiet. Previous applications in Park Lane area in 1980s refused. Small semi rural area development is out of keeping with this. Is green belt. Would destroy rural nature of the area. One of the few places that provides residents access to the countryside without a long hike. Area popular with walkers. Wrongly classified as urban is Special Landscape Area. 26 capacity is wrong. 		<ul style="list-style-type: none"> • The land in question is identified as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The site is within Flood Zone 1 – Low probability. • Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					<ul style="list-style-type: none"> The scale of development is considered to be limited. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year. The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward. The development boundary will be amended to incorporate any new allocations. 	
CH094	Employment	2.03	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: New Haden Road is narrow and would likely need improvement.</p> <p>Developer/Agent – Land availability unknown</p> <p>Public response 3 objections,</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Traffic / Transport _ Via a country lane. Landscape – Sloping site would be highly visible. Nature Conservation Amenity (e.g. noise, privacy, loss of light). Recent development shows little consideration for impact of noise & light pollution. Government Policy Other – Site is green belt & should only be considered as last resort. 	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, site's location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land and the site's district ecological importance is likely to have a negative effect.	<ul style="list-style-type: none"> The Highway Authority has raised an issue regarding access to the site. The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH94 makes a contribution to the Green Belt and should not be considered for release. The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. 	
CH136	Employment	1.30	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design and provision of visibility.</p>	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Developer/Agent – Land availability unknown</p> <p>Public response 4 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport Access to some of the new sites is planned along an 'upgraded' Huntley Road but does not show improvement to the Brookhouses junction or the very steep Huntley Bank. • Infrastructure – Other – Existing infrastructure should be upgraded before the development takes place. • Landscape – Sloping site will be highly visible. • Amenity (e.g. noise, privacy, loss of light) – Recent development shows little consideration for noise & light pollution. • Scale of development • Other – All industrial development is planned for south of Cheadle. This area has large number of businesses & access is difficult. Is green belt should only be used as last resort. 	<p>economic growth and support a higher level of employment within the District. Similarly, site's location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land and the site's district ecological importance is likely to have a negative effect.</p>	<ul style="list-style-type: none"> • The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH136 could be considered for release but retaining Green Belt designation washed over the land. • The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward. • The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward. • Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key issues from the Site Options Consultation July 2015	Sustainability / Appraisal Report	Comment	Draft Recommendation
Additional Site ADD005 (CH084)	50		<p>Statutory bodies/stakeholders</p> <p>SCC Highways: New access created off Tean Road would be most appropriate as Eaves lane substandard in terms of width and geometry onto Tean Road. Move 30mph speed limit further south to incorporate site frontage, provide footway and upgraded bus stop along site frontage.</p> <p>Developer/Agent – Support north western section of the site for residential development (around 50 dwellings). This would include open space and avoid areas out side Flood Zone1.</p>	<p>The proposed delivery of circa 50 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. However, the site's proximity to historic assets is likely to have a significant negative effect, as could the site's location within a flood zone. The site's proximity to designated assets and the development of greenfield, grade 4 ALC, land is assessed as having a negative effect.</p>	<ul style="list-style-type: none"> • The Highway Authority has not raised any issues which would prevent the development of this site. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability but a section on the eastern boundary is within Flood Zone 2 – medium probability. • The land in question is not highlighted as being important to the setting of the 	

					<p>settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.</p> <ul style="list-style-type: none">• The site is adjacent to The Eaves and Mobberley Farm (both Grade II Listed) and is considered to be important rural setting to the buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.	
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Draft - Leek

Question 2a - Potential Housing sites within the development boundary

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Statutory bodies/stakeholders</p> <p>Severn Trent have stated that they have a duty to complete necessary improvements to sewers to provide the capacity for new development. The Council will continue to liaise with the EA and Severn Trent regarding this issue.</p>			
LE022	16	0.45	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: May be acceptable. Access would require careful design to avoid creating a crossroads with Mount Road or Mount View. Access off Fairview Road much more preferable and development acceptable if this is proposed and access onto Ashbourne Road permanently closed.</p> <p>Developer/Agent Letter from owner of LE128 stating that land is available for development.</p> <p>Public response 6 comments – 5 objections and 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport- road will not support an additional 500 homes if all sites come forward • Infrastructure – Other- uneven distribution across Leek, close to wind turbine • Landscape- high quality rural landscape, loss of panoramic views • Nature Conservation • Amenity (e.g. noise, privacy, loss of light)- would effect quality of life, used for leisure activities, should remain open space • Scale of development – brownfield first <p>Support</p> <ul style="list-style-type: none"> • No reasons given 	The proposed delivery of circa 16 dwellings is considered to have a positive effect. The site is also accessible to existing services and facilities which is likely to have a positive effect, as could the site's low ecological importance. However, the development of greenfield land is assessed as having a negative effect, as could the site's proximity to historic assets and the inaccessibility of existing areas of employment.	<p>Comments relate to LE022, LE127, LE 069, LE128, LE066, LE140, LE142a and LE142b (ID SO1313)</p> <ul style="list-style-type: none"> • County Highways do not raise any issues which would prevent development. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and this site has been identified as being important to the landscape setting of the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. • Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. 	
LE037A	28	0.90	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design. Not clear where boundary between LE037A and LE063 is. One of them may not be connected to the highway? Plots could</p>	The proposed delivery of circa 28 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment. The site is also	<ul style="list-style-type: none"> • County Highways do not raise any issues which would prevent development. • The Council has a Landscape & Settlement 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>be developed together or provision made for access to the other.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 1 comment - 1 objection</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Scale of development – not a broad location in CS 	<p>accessible to existing services and facilities which is likely to have a positive effect. However, the development of greenfield land is assessed as having a negative effect, as could the site's proximity to historic assets and the regional ecological importance of the site.</p>	<p>Setting Study and this site has been identified as being important to the landscape setting of the settlement</p> <ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. The Study recommends given the current SBI status of most of the site, and owing to its ecological importance, that any future development of this site is considered in line with relevant NPPF and Core Strategy Policies. A number of precautionary surveys/actions are also recommended in the case of development. 	
LE045	50	2.08	<p>Statutory bodies/stakeholders</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Biodiversity – Collectively these allocations occupy the rest of Ballhaye Green disused tip local Wildlife Site.</p> <p>Environment Agency – Site may be brownfield and previous land use may have caused contamination of the ground, or through redevelopment may cause risk to water environment. Such sites will require Preliminary Risk Assessment in support of planning application.</p> <p>If affected by historic landfill. The site may be more expensive to develop due to remediation and mitigation measures to protect water environment and human health. In extreme circumstances may not be developable.</p> <p>Leek and Moorlands Historic Buildings Trust - LE045 is part of the former town-tip now tree-planted. Needs to be checked for its visual impact on Abbey farm (Listed Grade II) and the site of Dieulacres Abbey (Scheduled ancient Monument). The effects (if any) could probably be ameliorated by good perimeter landscaping (see also LE091).</p> <p>Developer/Agent/Owner – Land available.</p> <p>SCC Highways: Not connected to highway. Access through LE091/LE076/LE259/LE243 likely to be difficult – Ball Hays Green and surrounding streets have little off street parking and vary in standard. Significant improvements would be required unless a new access could be provided.</p>	<p>The proposed delivery of circa 50 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment and services and facilities within the town. However, the site's proximity to a designated asset is likely to have a significant negative effect. The development of greenfield land, grade 4 ALC is assessed as having a negative effect, as could the site's proximity to historic assets.</p>	<ul style="list-style-type: none"> • County Highways has raised access difficulties. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and this site has been identified as being important to the landscape setting of the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Although this site was not surveyed by the ecologist, the neighbouring site, LE076 was and this suggests that LE045/LE091 is likely to be problematic on SBI / Regional importance grounds. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Public response 1 comment - 1 objection</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools full already • Infrastructure - Traffic / Transport roads narrow and congested • Infrastructure – Other cannot cope with extra development • Landscape • Nature Conservation –recently designated SBI • Amenity (e.g. noise, privacy, loss of light) • Scale of development cumulatively too many homes 			
LE057	105	2.60	<p>Statutory bodies/stakeholders</p> <p>Leek Town Council: No suitable access and adverse impact on Pickwood Hall and recreation ground</p> <p>SCC Highways: Access via existing residential estate may prove inappropriate, Milltown Way cul de sac may need to be upgraded. TA required. Any access to Leek other than through Milltown Way estate?</p> <p>Natural England - This allocation overlays a part of the Ladydale local Wildlife Site. Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>SMDC Conservation - Close to Pickwood Hall, Grade II LB. Will be situated within its original parkland setting. Controversial site.</p> <p>Leek and Moorlands Historic Buildings Trust - LE057 is close to Pickwood Hall (Grade II Listed Buildings) and is situated within its original setting. A controversial site where there has been much local opposition to recent development plans.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Gladmans support the sites inclusion as an allocation. Consider the site is:</p> <ul style="list-style-type: none"> • In a sustainable location and close to services and facilities. • Site is deliverable and developable and can provide a mix of housing incl, family and affordable • Ecological appraisal undertaken which indicates that the proposals would result in a net gain in biodiversity. • Access is achievable subject to mitigation • No flood risk • Not have any unacceptable impacts on residential 	The proposed delivery of circa 105 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment and services and facilities within the town. However, the development of greenfield land, grade 4 ALC is assessed as having a negative effect, as could the site's proximity to historic assets and the regional ecological importance of the site given the proximity to Ladydale SBI.	<ul style="list-style-type: none"> • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • County Highways has raised issues will potential access to the site which would require further investigation. • The Council has a Landscape & Settlement Setting Study and this site has been identified as being important to the landscape setting of the settlement and is also considered to fall within 'remnant historic landscape'. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. The Study recommends given the current SBI status of the site, and owing to its ecological importance, that any future development of this site is considered in line with relevant NPPF and Core Strategy Policies. A number of precautionary surveys/actions are also recommended in the case of development. • It is recognised that there are heritage issues relating to this site. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>amenity.</p> <p>Public response 6 comments - 5 objections and 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools currently at capacity • Infrastructure - Traffic / Transport poor access increase traffic congestion • Landscape- important to rural setting of Leek, Pickwood Estate loss of views to The Cloud and double sunset vantage point • Nature Conservation site of biological importance • Amenity (e.g. noise, privacy, loss of light)- envelope Pickwood recreation ground • Scale of development- not identified as broad location • Listed Building / Conservation Area- historic setting of Pickwood Hall (listed) recent refusal on conservation grounds • Government Policy • Other- health and wellbeing- community strategy outcomes not supported by this , small identified sites in bua should be developed along with brownfield sites and mills <p>Support</p> <ul style="list-style-type: none"> • Infrastructure -Traffic / Transport access discussed with Highway Authority • Nature Conservation- effected part is of lower quality, ecological management plan 			
LE061	16	0.11	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response No comments</p>	<p>The site's proximity to existing areas of employment and services and facilities within the town is assessed as having a significant positive effect, as could the development of brownfield, urban ALC land. The proposed delivery of circa 16 houses is considered to have a positive effect. However, the site's proximity to historic assets is assessed as being a negative effect.</p>	<p>It is not considered necessary to allocate this site as it is within the current Leek Town Development Boundary so could come forward at any time. Any housing from this site would be included in the figures for Leek.</p>	INFILL SITE
LE063	30	0.68	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design. Not clear where boundary between LE037A and LE063 is. One of them may not be connected to the highway? Plots could be developed together or provision made for access to the other.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 1 comment - 1 objection</p> <p>Issues raised:</p>	<p>The proposed delivery of circa 30 dwellings is considered to have a significant positive effect, as could the site's proximity to services, facilities and existing areas of employment. However, the site's proximity to historic assets and regional ecological importance of the site is likely to have a negative effect.</p>	<p>It is not considered necessary to allocate this site as it is within the current Leek Town Development Boundary so could come forward at any time. Any housing from this site would be included in the figures for Leek.</p> <ul style="list-style-type: none"> • County Highways has raised access issues which could potentially be overcome. • The Council has a Landscape & Settlement Setting Study and this site is not identified as being important landscape setting to the 	INFILL SITE

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Objections</p> <ul style="list-style-type: none"> Landscape- views Nature Conservation 		<p>settlement.</p> <ul style="list-style-type: none"> The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. The Study recommends that as the site abuts Ladydale SBI, and as connective habitat to more biodiverse woodland is part of an important potentially biodiverse mosaic, so is therefore given regional ecological importance. A number of precautionary surveys/actions are also recommended in the case of development. The site is located within the existing Leek Town Development Boundary. 	
LE064	14	0.40	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Not directly connected to highway. Access would need to be through the football club due to level difference with Kiln Lane. This site has been subject to planning applications (latest SMD/2013/1201) which was recommended for conditional approval by highways.</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 1 comment – 1 objection</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Amenity (e.g. noise, privacy, loss of light) unofficial footpath through site which should be retained 	<p>The site's proximity to existing areas of employment is considered to be a significant positive effect. Similarly, the site has good accessibility to services and facilities which is likely to have a positive effect. However, the site is located within flood zone 2 which is assessed as being a negative effect. The development of greenfield land is likely to have a negative effect, as could the site's proximity to historic assets and a LNR.</p>	<ul style="list-style-type: none"> Site is considered developable from a County Highways point of view. The Council has a Landscape & Settlement Setting Study and this site has been identified as being important to the landscape setting of the settlement. There is relevant planning history on this site – an outline, an outline application for 11 dwellings which is awaiting a S.106 agreement. 	CURRENT APPLICATION
LE070	22	0.55	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design.</p> <p>Developer/Agent/Owner – Land available (long term 10-15 years).</p> <p>Public response 1 comment – 1 objection</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure - Traffic / Transport Amenity (e.g. noise, privacy, loss of light) Scale of development 	<p>The proposed delivery of circa 22 dwellings is considered to have a significant positive effect, as could the development of urban ALC brownfield land, the site's proximity to services, facilities and existing areas of employment. However, the site's proximity to historic assets and the district ecological importance of the site is assessed as a negative effect.</p>	<p>It is not considered necessary to allocate this site as it is within the current Leek Town Development Boundary so could come forward at any time. Any housing from this site would be included in the figures for Leek.</p>	INFILL SITE
LE076	50	2.70	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Not connected to highway. Access</p>	<p>The proposed delivery of circa 50 dwellings is considered to have a significant positive effect, as could</p>	<ul style="list-style-type: none"> The Highway Authority has identified access difficulties in relation to this site. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>through LE259/LE243 likely to be difficult – Ball Haye Green and surrounding streets have little off street parking and vary in standard. Significant improvements would be required unless a new access could be provided.</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Biodiversity – Collectively these allocations occupy the rest of Ballhay Green disused tip local Wildlife Site.</p> <p>Environment Agency – Site may be brownfield and previous land use may have caused contamination of the ground, or through redevelopment may cause risk to water environment. Such sites will require Preliminary Risk Assessment in support of planning application.</p> <p>If affected by historic landfill. The site may be more expensive to develop due to remediation and mitigation measures to protect water environment and human health. In extreme circumstances may not be developable.</p> <p>SMDC Conservation - This needs a detailed assessment.</p> <p>Leek and Moorlands Historic Buildings Trust - LE076 consists of rough ground and woodland adjacent to Fowlchurch, a former grange of Dieulacres Abbey (Listed Grade II) so affects the setting of Listed Building. Only suitable if any proposed development takes sufficient account of this building and its curtilage</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 1 comment - 1 objection</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools full already • Infrastructure - Traffic / Transport roads narrow and congested • Infrastructure – Other cannot cope with extra development • Landscape • Nature Conservation- SBI • Amenity (e.g. noise, privacy, loss of light) • Scale of development cumulatively too many • Listed Building / Conservation Area risk to setting of Dieu-la-Cres Abbey 	<p>the site's proximity to services, facilities and existing areas of employment. However, the site's proximity to a designated asset is likely to have a significant negative effect. The development of greenfield land, grade 4 ALC is assessed as being a negative effect, as could the site's proximity to a LNR and the regional ecological importance of the site.</p>	<ul style="list-style-type: none"> • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and this site has been identified as being important to the landscape setting of the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study recommends given the current SBI status of the site, and owing to its ecological importance, that any future development of this site is considered in line with relevant NPPF and Core Strategy Policies. A number of precautionary surveys/actions are also recommended in the case of development. • Careful consideration of heritage issues would be required if this site is taken forward. 	
LE091	150	5.90	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Not connected to highway. Access through LE259/LE243 likely to be difficult – Ball Haye</p>	<p>The proposed delivery of circa 150 dwellings is considered to have a significant positive effect, as could the site's proximity to services,</p>	<ul style="list-style-type: none"> • The Highway Authority has identified access difficulties in relation to this site. 	

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			<p>Green and surrounding streets have little off street parking and vary in standard. Significant improvements would be required unless a new access could be provided.</p> <p>Natural England - This allocation overlays most of Ballhay Green disused tip local Wildlife Site and adjoins the east end of Brough Pk Hall Local Nature Reserve (LNR). We advise that the Council addresses the relevant local plan and NPPF material in order to decide whether this site goes forward to the next stage of consideration. Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Environment Agency – Site may be brownfield and previous land use may have caused contamination of the ground, or through redevelopment may cause risk to water environment. Such sites will require Preliminary Risk Assessment in support of planning application.</p> <p>If affected by historic landfill. The site may be more expensive to develop due to remediation and mitigation measures to protect water environment and human health. In extreme circumstances may not be developable.</p> <p>Leek and Moorlands Historic Buildings Trust - LE091 is part of the former town-tip now tree-planted. See LE076 for comments on its proximity to Fowlchurch (listed Grade II). Needs to be checked for its visual impact on Abbey farm (listed Grade II) and the site of Dieulacres Abbey (Scheduled ancient Monument). Effects (if any) could probably be ameliorated by good perimeter landscaping.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 4 comments - 4 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools full already • Infrastructure - Traffic / Transport • Infrastructure – Other cannot cope with extra development • Landscape • Nature Conservation SBI • Amenity (e.g. noise, privacy, loss of light) old landfill site risk to new residents, effect privacy of existing residents • Scale of development not in settlement boundary cumulatively too many homes 	<p>facilities and existing areas of employment. However, the site's proximity to designated and historic assets is likely to have a significant negative effect. The development of greenfield land, grade 4 ALC is assessed as being a negative effect.</p>	<ul style="list-style-type: none"> • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and this site has been identified as being important to the landscape setting of the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study recommends given the current SBI status of the site, and owing to its ecological importance, that any future development of this site is considered in line with relevant NPPF and Core Strategy Policies. A number of precautionary surveys/actions are also recommended in the case of development. • Careful consideration of heritage issues would be required if this site is taken forward. • Amenity – issues such as overlooking, particular house types and off-road parking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. 	
LE106	10	0.06	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Likely to be acceptable depending on access design. Access off New Street?</p>	<p>The site's proximity to services, facilities and existing areas of employment is assessed as a significant positive effect. However,</p>	<p>Site has expired 2010 residential consent. It is not considered necessary to allocate this site as it is within the current Leek Town Development Boundary so could</p>	INFILL SITE

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Developer/Agent/Owner – Land available.</p> <p>Public response No comments</p>	the development of greenfield land, grade 4 ALC is assessed as being a negative effect. As could the site's proximity to historic assets and a LNR.	come forward at any time. Any housing from this site would be included in the figures for Leek.	
LE147	25	0.70	<p>Statutory bodies/stakeholders Leek Town Council: Adverse impact on amenity of Ladydale village green.</p> <p>SCC Highways: Cauldon Close may require footway constructing to link to Ashcombe Way.</p> <p>SMDC Conservation - Listed well to the south of the site. Need information regarding significance and setting to assess. Forms part of established parkland to Pickwood Hall. Controversial site.</p> <p>Leek and Moorlands Historic Buildings Trust - LE147 has a Listed well (Ladywell) to the south of the site. The spring was evidently named in honour of Our Lady in the Middle Ages. The area was known as Lady Wall Dale in the late 16th century, and the spring is now called as Lady o' th' Dale Well. A 19th-century stone structure survives there (Listed Grade II). Within living memory the water was used by local people for healing purposes, and there was also a May Day procession to the site by children from St. Mary's Roman Catholic church (SOURCE: Victoria County History, Vol. VII Leek and the Moorlands). It forms part of established parkland to Pickwood Hall. Controversial site that could easily be damaged.</p> <p>Developer/Agent/Owner - Owners support the use of the site for housing. Site benefits from good access from Cauldon Close and would relate well to the existing established residential area. Considered to be less intrusive than other potential sites and little visual impact. The site is vacant and would not result in the loss of farmland. The site has the benefit of being within the existing settlement boundary, which very few other proposed sites are.</p> <p>Public response 8 comments - 8 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Traffic / Transport- steeply sloping site and reed bed which holds water and supports wildlife • Infrastructure – Other- current sewerage issues • Landscape • Nature Conservation- loss of trees, rare marshland, badger sett • Flood Risk poor drainage, flash floods • Amenity (e.g. noise, privacy, loss of light) • Scale of development • Listed Building / Conservation Area- historic parkland 	The proposed delivery of circa 25 dwellings is considered to have a significant positive effect, as could the site's proximity existing areas of employment. Similarly, the site is accessible to services and facilities which is likely to have a positive effect. However, the site's proximity to designated and historic assets is likely to have a significant negative effect. Similarly, the development of greenfield land, grade 4 ALC is assessed as being a negative effect.	<ul style="list-style-type: none"> • The Highway Authority does not raise any issues which would prevent development. • The Council has a Landscape & Settlement Setting Study and this site has been identified as being important to the landscape setting of the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study recommends given the current SBI status of the site, and owing to its ecological importance, that any future development of this site is considered in line with relevant NPPF and Core Strategy Policies. A number of precautionary surveys/actions are also recommended in the case of development. • Severn Trent have stated that they have a duty to complete necessary improvements to sewers to provide the capacity for new development. The Council will continue to liaise with the EA and Severn Trent regarding this issue. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. • Amenity – issues such as overlooking, particular house types and off-road parking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. • There are clearly heritage issues in relation to this site which require careful consideration if it is taken forward. 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>setting, of Ladydale well, and spring</p> <ul style="list-style-type: none"> Other – safety of school children due to new road 			
LE243	70	1.94	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design, visibility and parking provision. TS required to compare existing and proposed traffic flows.</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site. Biodiversity – Collectively these allocations occupy the rest of Ballhaye Green disused tip local Wildlife Site.</p> <p>Environment Agency – Site may be brownfield and previous land use may have caused contamination of the ground, or through redevelopment may cause risk to water environment. Such sites will require Preliminary Risk Assessment in support of planning application.</p> <p>If affected by historic landfill. The site may be more expensive to develop due to remediation and mitigation measures to protect water environment and human health. In extreme circumstances may not be developable.</p> <p>SMDC Conservation - Site adjacent to Fowlchurch Farmhouse (Grade II Listed)</p> <p>Leek and Moorlands Historic Buildings Trust - Is the factory that currently exists on LE243 there set to close? If so a useable site.</p> <p>Developer/Agent/Owner – WYG on behalf of owners. Support allocation of site for housing. Site is suitable, available and deliverable for development.</p> <ul style="list-style-type: none"> Assist in meeting needs of Leek Brownfield site within development boundary Sustainable location Larger development opportunity within the settlement boundary Local road network unsuitable for large truck movements Owner looking to relocate Other employment sites identified in Core Strategy <p>Public response 1 comment – 1 objection</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools full already Infrastructure - Traffic / Transport 	<p>The proposed delivery of circa 70 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment. Similarly, the site has good accessibility to services and facilities which is likely to have a positive effect, as could the development of urban ALC brownfield land. However, the site's proximity to historic assets could have a negative effect. The site's proximity to a LNR is also assessed as being a negative effect.</p>	<p>Site currently in employment use, so considered not appropriate to allocate. Any applications arising on this site would be assessed against relevant Core Strategy/NPPF employment protection policies.</p>	INFILL SITE

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> Infrastructure – Other cannot cope with extra development Landscape Nature Conservation Amenity (e.g. noise, privacy, loss of light) Scale of development 			
LE249	35	1.09	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design.</p> <p>Environment Agency – The site has a culverted watercourse flowing beneath it which should be renaturalised through redevelopment to contribute towards WFD objectives. This may take up space within the site, however it may be possible to divert the channel round the edge to create more developable space.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response No comments</p>	The proposed delivery of circa 35 dwellings is considered to have a significant positive effect, as could the site's proximity to existing areas of employment. However, the site is within flood zone 3 which is likely to have a significant negative effect, as could its proximity to historic assets. Similarly, the proximity a LNR is assessed as being negative effects, as could the inaccessibility of services and facilities.	Comments noted.	
LE259	50	1.48	<p>Statutory bodies/stakeholders</p> <p>Leek Town Council: Established recreational use which should be retained</p> <p>SCC Highways: Acceptable subject to access design, visibility and parking provision. TS required to compare existing and proposed traffic flows.</p> <p>Natural England - Natural England consider this may represent a strategic site – Has a Landscape & Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.</p> <p>Biodiversity – Collectively these allocations occupy the rest of Ballhay Green disused tip local Wildlife Site.</p> <p>Environment Agency – Site may be brownfield and previous land use may have caused contamination of the ground, or through redevelopment may cause risk to water environment. Such sites will require Preliminary Risk Assessment in support of planning application.</p> <p>If affected by historic landfill. The site may be more expensive to develop due to remediation and mitigation measures to protect water environment and human health. In extreme circumstances may not be developable.</p> <p>SMDC Conservation - Site adjacent to Fowlchurch Farmhouse (Grade II Listed).</p> <p>Leek and Moorlands Historic Buildings Trust - LE259 is adjacent to Fowlchurch farmhouse (Listed Grade II). Currently a club with a playing field. A major open-air resource adjacent to the Haregate estate. Likely to produce a major protest from local residents unless</p>	The proposed delivery of circa 50 dwellings is considered to have a significant positive effect, as could the site's proximity to services, facilities and existing areas of employment. However, the proximity to historic assets and a LNR are assessed as being significant negative effects. The development of greenfield land, grade 4 ALC land is assessed as being a negative effect.	Site currently used as a sports pitch so considered not appropriate to allocate. Any applications arising on this site would be assessed against relevant Core Strategy/NPPF public open space policies.	INFILL SITE

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>replacement facilities are proposed.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 2 comments - 2 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools full already • Infrastructure - Traffic / Transport Ball Haye Rd congested • Infrastructure – Other cannot cope with extra development • Landscape • Nature Conservation • Amenity (e.g. noise, privacy, loss of light) loss of football ground • Scale of development 			

Question 2a - Potential sites for mixed use- employment & housing

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
LE073	Employment only	0.46	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design, visibility and parking provision.</p> <p>Developer/Agent</p> <p>Public response No comments</p>	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the accessibility of other services and facilities is likely to have a significant positive effect, as could the development of brownfield, urban ALC land. However, the proximity to historic assets and a LNR are assessed as being negative effects.	Has recent planning approval for 35 dwellings (SMD/2015/0523) so will be included in Leek's housing figures.	PLANNING APPROVAL.
LE014 & LE015	30	0.86	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Plots would need to be developed together. Acceptable subject to access design and visibility.</p> <p>Developer/Agent/Owner – Owner unknown.</p> <p>Public response No comments</p>	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the accessibility of other services and facilities is likely to have a significant positive effect, as could the proposed delivery of circa 30 dwellings.	Understood contamination may affect the site, therefore not considered appropriate to allocate. However as site is within the current Leek Town Development Boundary this could come forward at any time. Any housing from this site would be included in the figures for Leek.	INFILL SITE
LE067	10	0.50	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design. Should be no through route through LE090 (i.e. don't</p>	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District,	It is not considered necessary to allocate this site as it is within the current Leek Town Development Boundary so could come forward at any time. Any housing from this site would be included in the figures for Leek.	INFILL SITE

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			connect Springfield Road to Buxton Road) Orange shading includes an area of adopted highway and a public right of way. This may require stopping up, or works to safeguard highway and right of way. Developer/Agent/Owner – Land available. Public response No comments	strengthen economic growth and support a higher level of employment within the District. Similarly, the accessibility of other health care services and facilities is likely to have a significant positive effect, as could the proposed delivery of circa 30 dwellings. However, the site is in proximity to historic assets and a LNR which is likely to have a negative effect.		
LE080, LE085, LE086 & LE252	15	0.60	Statutory bodies/stakeholders SCC Highways: Likely acceptable subject to access and visibility. 'White House' likely to need demolition to provide visibility. (LE085: Acceptable subject to access and parking. Demolish and provide housing or convert to flats? Additional parking restrictions may be appropriate). Developer/Agent/Owner – Land potentially available. Public response No comments	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the accessibility of other services and facilities is likely to have a significant positive effect, as could the proposed delivery of circa 25 dwellings. However, the site includes two listed buildings which is likely to have a significant negative effect. The proximity of the site to a LNR which is likely to have a negative effect.	It is not considered necessary to allocate this site as it is within the current Leek Town Development Boundary so could come forward at any time. Any housing from this site would be included in the figures for Leek.	INFILL SITE
LE116	21	0.47	Statutory bodies/stakeholders SCC Highways: Acceptable subject to access design. Primary access should be off Sneyd Street. Any access off Broad Street will need turning area. Developer/Agent/Owner – Land available. Public response No comments	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the accessibility of other services and facilities is likely to have a significant positive effect, as could the proposed delivery of circa 21 dwellings and development of brownfield, urban ALC land. However, the site is in proximity to historic assets and a LNR which is likely to have a negative effect, as could the district ecological importance of the site.	It is not considered necessary to allocate this site as it is within the current Leek Town Development Boundary so could come forward at any time. Any housing from this site would be included in the figures for Leek.	INFILL SITE
LE150	179	9.24	Statutory bodies/stakeholders SCC Highways: Plot outline does not directly connect to the highway. Access road could be upgraded to adoptable standard depending on final proposal. Good access from existing roundabout. Transport Assessment will be required which should look at capacity and operation of existing roundabout and effect on Leek town centre. Woodlands Trust – site adjacent to ancient woodland and unsound and should not be taken forward.	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the proposed delivery of circa 180 dwellings is likely to have a significant positive effect. However, the development of	<ul style="list-style-type: none"> The Highway Authority does not raise any issues which would deem the site undevelopable. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Natural England - Allocation adjoins Birchall Wood Ancient Given the proposed allocation's proximity the following policy material will need to be addressed: Policy DC1 Design considerations and Policy NE1.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response No comments</p>	greenfield, grade 3 ALC land is likely to have a significant negative effect. The site's proximity to historic assets and district ecological importance is likely to have a significant negative effect	for development will also need to be assessed. The Study recommends if the site is put forward for development that a buffer is created between the site and Ballington Wood/ Ladydale SBI, possibly as an area of fenced off vegetation or newly planted broadleaved trees. It also recommends that badger and reptile surveys be conducted in advance of development.	
LE219	10	0.45	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response No comments</p>	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the development of brownfield, urban ALC land is likely to have a significant positive effect. However, the site's proximity to historic assets and district ecological importance is likely to have a negative effect.	Site currently in employment use, so considered not appropriate to allocate. Any applications arising on this site would be assessed against relevant Core Strategy/NPPF employment protection policies.	INFILL SITE
LE220	20	0.50	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Acceptable subject to access design, visibility and parking provision.</p> <p>SMDC Conservation - Site adjacent to Big Mill (Grade II Listed) and Leek Conservation Area.</p> <p>Leek and Moorlands Historic Buildings Trust - LE220 is adjacent to Big Mill (Grade II Listed) and in Leek Conservation Area.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response No comments</p>	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the site has good accessibility to services and facilities and the development of brownfield, urban ALC land is likely to have a significant positive effect. However, the site's proximity to historic assets is likely to have a significant negative effect. The site's proximity to district ecological importance is likely to have a negative effect.	Site currently in employment use, so considered not appropriate to allocate. Any applications arising on this site would be assessed against relevant Core Strategy/NPPF employment protection policies.	INFILL SITE
LE235 (Cornhill)	50	3.31	Not consulted on as an option in 2015, because identified as an opportunity site in the adopted Churnet Valley Masterplan.		<ul style="list-style-type: none"> • SCC Highways comments awaited. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • This is a new suggested site. The site is well related to the settlement. Considered site could be suitable for mixed housing and employment use. 	

Question 2a - Potential Housing sites outside the development boundary

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
LE066	50	1.60	<p>Statutory bodies/stakeholders</p> <p>Leek Town Council: Mount Road should form the new eastern development boundary. These site fall outside this so should be rejected</p> <p>SCC Highways: Mount Road should be improved including pedestrian links. Footway should be provided on frontage.</p> <p>SMDC Conservation - Assess historic significance of Knivedon Hall estate (early 20th century but not Listed).</p> <p>Leek and Moorlands Historic Buildings Trust - LE066 covers the setting of Knivedon Hall The significance of the Hall and its estate (early 20th century but not Listed) needs assessment. Some areas already have 20th century housing in place, and further development may well be acceptable.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 84 comments - 84 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools already at capacity • Infrastructure - Traffic / Transport- road will not support an additional 500 homes if all sites come forward. Footpaths 21,41,and 22 under threat from development. Route of Staffordshire Moorlands walk, become rat run • Infrastructure – Other- uneven distribution across Leek, close to wind turbine • Landscape- high quality rural landscape, loss of panoramic views • Nature Conservation • Amenity (e.g. noise, privacy, loss of light)- would effect quality of life, used for leisure activities, should remain open space • Scale of development – brownfield first, all sites would mean more than 500 homes 	<p>The proposed delivery of circa 50 dwellings is considered to have a significant positive effect. Similarly, the site is located away from historic assets and has good accessibility to services and facilities which is likely to have a positive effect. However, the district ecological importance of the site is likely to have a negative effect as well as the inaccessibility of existing areas of employment.</p>	<ul style="list-style-type: none"> • The Highway Authority does not raise any issues which would prevent the development of this site. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and part of this site has been identified as being important to the landscape setting of the settlement. The site also lies inside an identified ridgeline. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. As there are a considerable amount of trees located around the site, the study recommends that as many trees are retained if the site is to be developed. • Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. • Knivedon Hall would require heritage assessment if the site is taken forward. • The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. • The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					defined in government planning guidance). The west side of Leek is Green Belt and the study recommends that housing development should not take place on this side of the town to avoid adverse impacts. This means that sites at the eastern side of the town (which is not within the Green Belt) require consideration to meet Leek's future development needs.	
LE069	42	1.30	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Mount Road should be improved including pedestrian links. Pedestrian links to town centre? Footway should be provided on frontage.</p> <p>Leek and Moorlands Historic Buildings Trust - LE069 lies west of Mount Road which provides a much valued walk for many people with fine views across the town and out to open countryside. A controversial proposal.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 91 comments - 90 objections and 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools already at capacity • Infrastructure - Traffic / Transport- road will not support an additional 500 homes if all sites come forward Route of Staffordshire Moorlands walk, become rat run • Infrastructure – Other- uneven distribution across Leek, close to wind turbine • Landscape- high quality rural landscape, loss of panoramic views • Nature Conservation • Amenity (e.g. noise, privacy, loss of light)- would effect quality of life, used for leisure activities, should remain open space • Scale of development – brownfield first all sites would mean more than 500 homes <p>Support</p> <ul style="list-style-type: none"> • No reasons given 	The proposed delivery of circa 42 dwellings is considered to have a significant positive effect. Similarly, the site has low ecological value and has good accessibility to services and facilities which is likely to have a positive effect. However, the proximity of the site to historic assets is likely to have a negative effect as well as the inaccessibility of existing areas of employment.	<ul style="list-style-type: none"> • The Highway Authority does not raise any issues which would prevent the development of this site. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and part of this site has been identified as being important to the landscape setting of the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. As there are a considerable amount of trees located around the site, the study recommends that as many trees are retained if the site is to be developed. • Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. • The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. • The Council has recently completed a Green Belt Review in order to assess parts of the 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
					Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). The west side of Leek is Green Belt and the study recommends that housing development should not take place on this side of the town to avoid adverse impacts. This means that sites at the eastern side of the town (which is not within the Green Belt) require consideration to meet Leek's future development needs.	
LE102	20	0.59	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Access should be gained off Bridge End with Bridge End reconstructed as far as proposed access. Additional access onto Macclesfield Road is undesirable.</p> <p>SMDC Conservation - Site on raised ground & marks the edge of the settlement.</p> <p>Leek and Moorlands Historic Buildings Trust - LE102 lies on raised ground and marks the edge of the settlement. The probable site of the medieval rabbit warren known to have existed in 1430 (VCH Staffs Vol. VII). Visually very prominent and unrelated to the adjacent settlement which nestles in a valley.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 11 comments - 10 objections and 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Traffic / Transport- highway safety issues, access to A52 would increase risk on it • Infrastructure - Other • Landscape- will be visually intrusive, steeply sloping site, • Nature Conservation- wildlife, feeding area for bats • Government Policy • Other- beyond natural boundary of Leek, lead to urban sprawl <p>Support</p> <ul style="list-style-type: none"> • Infrastructure - Schools - Infrastructure -Traffic / Transport • Infrastructure – other • Landscape • Nature Conservation • Flood Risk • Amenity (e.g. noise, privacy, loss of light) 	The proposed delivery of circa 20 dwellings is considered to have a significant positive effect. However, the development of greenfield, grade 3 ALC land could have a significant negative effect, as could the site's proximity to historic assets. Similarly, the site is relatively inaccessible to services, facilities and areas of existing employment, has district ecological value which is likely to have a negative effect.	<ul style="list-style-type: none"> • The Highway Authority does not raise any issues which would prevent the development of this site. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and this site is not identified as being important landscape setting to the settlement, though it is considered that there are topography issues due to the sloping nature of the site which make its development undesirable. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues. 	
LE103	20	0.56	Statutory bodies/stakeholders	The proposed delivery of circa 20		

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<p>Leek Town Council: Site is unsuitable as it fall within the designated green belt</p> <p>SCC Highways: Not connected to highway. May be acceptable depending on provision of access and access design.</p> <p>Environment Agency – Site is likely to be severely impacted by flood risk and development could be problematical with the viability of the allocation.</p> <p>Leek and Moorlands Historic Buildings Trust - LE103 is in the Green Belt and outside the main settlement area. Best left undeveloped.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 10 comments - 10 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Traffic / Transport- highway safety, access to A52 would increase risk on an already busy road • Infrastructure - Other • Landscape- visual impact • Nature Conservation • Government Policy -green belt site so should not be developed, beyond town boundary • Other- beyond natural boundary of Leek 	<p>dwellings is considered to have a significant positive effect. However, the development of greenfield, grade 3 ALC land would have a significant negative effect. Similarly, the site is relatively inaccessible to services, facilities and areas of existing employment and is adjacent to a listed building all of which is likely to have a negative effect.</p>	<ul style="list-style-type: none"> • There are potential access issues from County Highways. • The land in question is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study recommends that LE103, nor any other parts of the Green Belt around Leek are released for development. • The Council has a Landscape & Settlement Setting Study and this site is identified as being important landscape setting to the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This site was not assessed but if it is taken forward assessment would need to be undertaken. 	
LE127	100	3.10	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Mount Road should be improved including pedestrian links. Pedestrian links to town centre? Footway should be provided on frontages. Junction of Mount Road/Ashbourne Road likely to need improvement. TA required.</p> <p>Leek and Moorlands Historic Buildings Trust - LE127 lies west of Mount Road which provides a much valued walk for many people with fine views across the town and out to open countryside. Likely to prove controversial.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 88 comments - 87 objections and 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools already at capacity • Infrastructure - Traffic / Transport- road will not support an additional 500 homes if all sites come forward Route of Staffordshire Moorlands walk, become rat run 	<p>The proposed delivery of circa 100 dwellings is considered to have a significant positive effect. Similarly, the site has low ecological value and has good accessibility to services and facilities which is likely to have a positive effect. However, the development of mixed greenfield and brownfield, grade 4 ALC land and the proximity of the site to historic assets is likely to have a negative effect as well as the inaccessibility of existing areas of employment.</p>	<ul style="list-style-type: none"> • County Highways do not raise any issues which would prevent development of this site. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and this site is not identified as being important landscape setting to the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • Amenity – issues such as overlooking will be assessed in detail once a site layout has 	

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> Infrastructure – Other- uneven distribution across Leek, close to wind turbine Landscape- high quality rural landscape, loss of panoramic views Nature Conservation Amenity (e.g. noise, privacy, loss of light)- would effect quality of life, used for leisure activities, should remain open space Scale of development – brownfield first all sites would mean more than 500 homes <p>Support</p> <ul style="list-style-type: none"> No reasons given 		<p>been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law.</p> <ul style="list-style-type: none"> The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). The west side of Leek is Green Belt and the study recommends that housing development should not take place on this side of the town to avoid adverse impacts. This means that sites at the eastern side of the town (which is not within the Green Belt) require consideration to meet Leek's future development needs. The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. 	
LE128a / LE128b	95	3.10	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Kniveden Lane between LE128 and LE140 is private/unadopted. It should be brought up to adoptable standard, to include footways. Mount Road should be improved including pedestrian links. Footway should be provided on frontage. Assessment of access to Leek TC is important.</p> <p>Leek and Moorlands Historic Buildings Trust - LE128 lies west of Mount Road which provides a much valued walk for many people with fine views across the town and out to open countryside. Likely to prove controversial.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 93 comments - 92 objections and 1 support</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools already at capacity Infrastructure - Traffic / Transport- road will not support an additional 500 homes if all sites come forward. Footpaths 21,41,and 22 under threat from development. Route of Staffordshire Moorlands walk, become rat run Infrastructure – Other- uneven distribution across Leek, close to wind turbine 	The proposed delivery of circa 95 dwellings is considered to have a significant positive effect. Similarly, the site has low ecological value and good accessibility to services and facilities which is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land and the proximity of the site to historic assets is likely to have a negative effect as well as the inaccessibility of existing areas of employment.	<ul style="list-style-type: none"> County Highways do not raise any issues which would prevent development of this site. County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. Public footpaths can be retained as part of the layout of a new development scheme or redirected where necessary. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). The west side of Leek is Green Belt and the study recommends that housing development should not take place on this side of the town to avoid adverse impacts. This means that sites at the eastern side of the town (which is not within the Green Belt) require consideration to meet Leek's future development needs. 	<p>Include northern section as an allocation (approx. 47 dwellings).</p> <p>Southern section not to be included as an allocation (approx. 48 dwellings)</p>

Site Reference	Capacity 10+ dwellings	Size of site	Key Issues from the Site Options Consultation July 2015	Sustainability Appraisal Report	Comment	Draft Recommendation
			<ul style="list-style-type: none"> Landscape- high quality rural landscape, loss of panoramic views Nature Conservation Amenity (e.g. noise, privacy, loss of light)- would effect quality of life, used for leisure activities, should remain open space Scale of development – brownfield first all sites would mean more than 500 homes <p>Support</p> <ul style="list-style-type: none"> Infrastructure -Traffic / Transport – development will improve transport links Infrastructure – other Landscape Amenity (e.g. noise, privacy, loss of light) – not currently public amenity but a grazed field Scale of development- will provide needed affordable housing 		<ul style="list-style-type: none"> The Council has a Landscape & Settlement Setting Study and this site is not identified as being important landscape setting to the settlement. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. 	
LE140	63 (net site area and capacity reduced to reflect possible need for northern portion of site for education purposes).	2.62 (net site area and capacity reduced to reflect possible need for northern portion of site for education purposes).	<p>Statutory bodies/stakeholders</p> <p>SCC Highways: Kniveden Lane between LE128 and LE140 is private/unadopted. It should be brought up to adoptable standard, to include footways. Mount Road should be improved including pedestrian links. Footway should be provided on frontage. Assessment of access to Leek TC is important.</p> <p>Leek and Moorlands Historic Buildings Trust - LE140 is adjacent to Mount Road but has no major views out. Large area of rough and relatively flat ground behind Leek High School. Suitable for development provided there are no environmental issues. Newts have been mentioned.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 86 comments - 86 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools already at capacity Infrastructure - Traffic / Transport- road will not support an additional 500 homes if all sites come forward Route of Staffordshire Moorlands walk, become rat run Infrastructure – Other- uneven distribution across Leek, close to wind turbine Landscape- high quality rural landscape, loss of panoramic views 	The proposed delivery of circa 95 dwellings is considered to have a significant positive effect. Similarly, the site has low ecological value and good accessibility to services, facilities and areas of employment which is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land and the proximity of the site to historic assets is likely to have a negative effect.	<ul style="list-style-type: none"> County Highways do not raise any issues which would prevent development of this site. County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. Public footpaths can be retained as part of the layout of a new development scheme or redirected where necessary. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). The west side of Leek is Green Belt and the study recommends that housing development should not take place on this side of the town to avoid adverse impacts. This means that sites at the eastern side of the town (which is not within the Green Belt) require consideration to meet Leek's future development needs. 	

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			<ul style="list-style-type: none"> Nature Conservation Flood Risk- loss of natural drainage Amenity (e.g. noise, privacy, loss of light)- would effect quality of life, used for leisure activities, should remain open space Scale of development – brownfield first all sites would mean more than 500 homes Other loss of privacy, was a school playing field 		<ul style="list-style-type: none"> The Council has a Landscape & Settlement Setting Study and this site is identified as being important landscape setting to the settlement. The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues. Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. 	
LE142a	140	4.80	<p>Statutory bodies/stakeholders</p> <p>Leek Town Council: Mount Road should form the new eastern development boundary. These site fall outside this so should be rejected.</p> <p>SCC Highways: Mount Road should be improved including pedestrian links. Footway should be provided on frontage. Assessment of access to Leek TC is important.</p> <p>Leek and Moorlands Historic Buildings Trust - LE142a: the north-eastern end behind existing housing might be appropriate, but the bulk of the land provides the one clear view from Mount Road out to open countryside to the east making development inappropriate (see Boundary 2)</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 84 comments - 84 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> Infrastructure – Schools already at capacity Infrastructure - Traffic / Transport- road will not 	The proposed delivery of circa 140 dwellings is considered to have a significant positive effect. Similarly, the site good accessibility to services, facilities and areas of employment which is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land, the district ecological importance of the site and the proximity to historic assets is likely to have a negative effect.	<ul style="list-style-type: none"> County Highways do not raise any issues which would prevent development of this site. County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. Public footpaths can be retained as part of the layout of a new development scheme or redirected where necessary. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). The west side of Leek is Green Belt and the 	

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			<p>support an additional 500 homes if all sites come forward. Footpaths 21,41,and 22 under treat from development. Route of Staffordshire Moorlands walk, become rat run</p> <ul style="list-style-type: none"> • Infrastructure – Other- uneven distribution across Leek, close to wind turbine • Landscape- high quality rural landscape, loss of panoramic views • Nature Conservation • Amenity (e.g. noise, privacy, loss of light)- would effect quality of life, used for leisure activities, should remain open space • Scale of development – brownfield first all sites would mean more than 500 homes 		<p>study recommends that housing development should not take place on this side of the town to avoid adverse impacts. This means that sites at the eastern side of the town (which is not within the Green Belt) require consideration to meet Leek's future development needs.</p> <ul style="list-style-type: none"> • The Council has a Landscape & Settlement Setting Study and this site is identified as being important landscape setting to the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. Mitigation measures will be taken as part of the site development to address any surface water issues. • Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. • The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. • It is considered that this site is less preferable to those on the other side of Mount Road as Mount Road forms a strong boundary to the edge of the settlement. 	
LE142b	40	1.40	<p>Statutory bodies/stakeholders Leek Town Council: Mount Road should form the new eastern development boundary. These site fall outside this so should be rejected</p> <p>SCC Highways: How will access be achieved? Access at Buxton Road/ Thorncliffe Road junction would be complex - careful consideration required if 142a and 142b can't be combined.</p> <p>Developer/Agent/Owner – Land available.</p>	<p>The proposed delivery of circa 40 dwellings is considered to have a significant positive effect. Similarly, the site good accessibility to services, facilities and areas of employment which is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land, the district ecological importance of the site and the proximity to historic assets is likely to have a negative effect.</p>	<ul style="list-style-type: none"> • County Highways raise access issues which require careful consideration. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. 	

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			<p>Public response 49 comments - 49 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure – Schools already at capacity • Infrastructure - Traffic / Transport- road will not support an additional 500 homes if all sites come forward Route of Staffordshire Moorlands walk, become rat run • Infrastructure – Other- uneven distribution across Leek, close to wind turbine • Landscape- high quality rural landscape, loss of panoramic views • Nature Conservation • Amenity (e.g. noise, privacy, loss of light)- would effect quality of life, used for leisure activities, should remain open space • Scale of development – brownfield first all sites would mean more than 500 homes • Other - edge of town, not sustainable development, more appropriate brownfield sites 		<ul style="list-style-type: none"> • The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). The west side of Leek is Green Belt and the study recommends that housing development should not take place on this side of the town to avoid adverse impacts. This means that sites at the eastern side of the town (which is not within the Green Belt) require consideration to meet Leek's future development needs. • The Council has a Landscape & Settlement Setting Study and this site is identified as being important landscape setting to the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • Amenity – issues such as overlooking will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application. Views from individual properties are not protected in planning law. • The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. 	
LE143	190	6.16	<p>Statutory bodies/stakeholders</p> <p>Leek Town Council: Adverse impact on the Buxton Road Gateway</p> <p>SCC Highways - Both Buxton Road A53 and Thorncliffe Road C16 are subject to 60mph speed limits. Visibility splays of 2.4mx215m (or to the junction for access off Thorncliffe Rd) will be required. These seem achievable for accesses onto either road, though accesses will need to be carefully positioned.</p> <p>It would be preferable for access to be split, with part of the development being served from Thorncliffe Road and part from Buxton Road.</p> <p>Transport Assessment would be required which should</p>	The proposed delivery of circa 190 dwellings is considered to have a significant positive effect. However, the development of greenfield, grade 4 ALC land, the proximity to historic assets is likely to have a negative effect as could the relative inaccessibility to services, facilities and areas of existing employment.	<ul style="list-style-type: none"> • County Highways consider that if careful design of the access is undertaken then the site could be developable. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and this site is identified as being important landscape setting to the settlement. The impact on the National Park 	

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			<p>include assessment of the accesses and of A53/Thornccliffe Road junctions (and effect on Leek town centre). Ghost right turn may be required off A53.</p> <p>Visibility should be improved at Thornccliffe Road to the north, which can be achieved by cutting back of vegetation which may form the boundary of this plot.</p> <p>Pedestrian links and facilities should also be considered.</p> <p>Leek and Moorlands Historic Buildings Trust - LE143: Fine open countryside well clear of the existing settlement of Leek which nestles in a hollow surrounded by hills (see comment on boundaries). Would wreck the setting of the 16th century Edge End farm (Listed II) whose essential character is that of an isolated farmhouse in pasture land. The least appropriate of all the proposals.</p> <p>Developer/Agent/Owner – Owner intentions unknown.</p> <p>Public response 6 comment - 6 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport • Infrastructure - Other • Landscape- effect on National park • Nature Conservation • Scale of development • Other- merge Leek with Thornccliffe, edge of town, not sustainable development, more appropriate brownfield sites 		<p>requires consideration and also Habitat Regulations Assessment of this site would be required if it is taken forward to test impact on European protected habitats.</p> <ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. 	
LE143a	135	4.50	<p>Statutory bodies/stakeholders</p> <p>Leek Town Council: Adverse impact on the Buxton Road Gateway</p> <p>SCC Highways: Both Buxton Road A53 and Thornccliffe Road C16 are subject to 60mph speed limits. Visibility splays of 2.4mx215m (or to the junction for access off Thornccliffe Rd) will be required. These seem achievable for accesses onto either road, though accesses will need to be carefully positioned.</p> <p>It would be preferable for access to be split, with part of the development being served from Thornccliffe Road and part from Buxton Road.</p> <p>Transport Assessment would be required which should include assessment of the accesses and of A53/Thornccliffe Road junctions (and effect on Leek town centre). Ghost right turn may be required off A53.</p> <p>Visibility should be improved at Thornccliffe Road to the</p>	<p>The proposed delivery of circa 135 dwellings is considered to have a significant positive effect. However, the site's proximity to historic assets is likely to have a significant negative effect. The development of greenfield, grade 4 ALC land, the proximity to historic assets is likely to have a negative effect as could the relative inaccessibility to services, facilities and areas of existing employment.</p>	<ul style="list-style-type: none"> • County Highways consider that if careful design of the access is undertaken then the site could be developable. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and this site is identified as being important landscape setting to the settlement. The impact on the National Park requires consideration and also Habitat Regulations Assessment of this site would be required if it is taken forward to test impact on European protected habitats. 	

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			<p>north, which can be achieved by cutting back of vegetation which may form the boundary of this plot.</p> <p>Pedestrian links and facilities should also be considered.</p> <p>Leek and Moorlands Historic Buildings Trust - LE143a: Only the area immediately adjacent to existing buildings to the SW of the site could carry more buildings without serious impact on the surrounding countryside. Best omitted.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 6 comments - 6 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport • Infrastructure - Other • Landscape- effect on National park • Nature Conservation • Scale of development • Other- merge Leek with Thorncliffe and Blackshaw Moor, brownfield first edge of town, not sustainable development 		<ul style="list-style-type: none"> • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. • The Council is required to meet its housing needs to 2031 and there are not enough brown field sites in Leek to achieve this so the Council needs to consider both brownfield and green field sites. 	
LE253	15	0.48	<p>Statutory bodies/stakeholders</p> <p>Leek Town Council: No suitable access to highway. Reduce greenfield area between Leek and Leekbrook.</p> <p>SCC Highways: May be difficult to provide adequate visibility within land on frontage of Cheddleton Road. 40mph road 2.4m x 120m required.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response 1 comments - 1 objection</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Schools • Infrastructure - Traffic / Transport • Infrastructure – Other- applications previously refused, other more suitable areas • Landscape • Nature Conservation- outside settlement boundary, ecologically important area • Amenity (e.g. noise, privacy, loss of light) • Scale of development 	The proposed delivery of circa 15 dwellings is considered to have a positive effect, as could the site's proximity to areas of existing employment. However, the site's proximity to historic assets is likely to have a significant negative effect. The development of greenfield, grade 4 ALC land, the proximity to historic assets is likely to have a negative effect as could the relative inaccessibility to services and facilities and the district ecological importance of the site.	<ul style="list-style-type: none"> • County Highways consider that there are issues with creating a suitable access that may result in the site being undevelopable. • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • The Council has a Landscape & Settlement Setting Study and this site is not identified as being important landscape setting to the settlement. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. 	
ADD01 (East of Horsecroft Farm)	Housing/ Education (15 dwellings)	1ha	<p>Statutory bodies/stakeholders</p> <p>SCC Highways – The road into Horse croft Farm is now almost complete and will ultimately be adopted as</p>	The proposed delivery of circa 25 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing	<p>Site may potentially be needed for extension to adjacent school.</p> <ul style="list-style-type: none"> • County Highways do not raise any issues 	

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			<p>highway.</p> <p>Development of this site will be acceptable subject to access design.</p> <p>Developer/Agent/Owner – Land available.</p> <p>Public response – 1 objection</p> <ul style="list-style-type: none"> • Infrastructure – schools • Infrastructure – traffic/transport 	<p>employment. The site's accessibility to areas of open space is considered to have a positive effect. However, the site's proximity to designated and historic assets is likely to have a negative effect, as could the development of greenfield land, grade 4 ALC and the inaccessibility of services and facilities.</p>	<p>which would prevent development of this site.</p> <ul style="list-style-type: none"> • County Education advise that there are capacity issues affecting Leek First-, Middle- and High Schools; and given the scale of housing proposed across this catchment, new capacity will be required within Leek. The District Council will work with the County Council to identify an appropriate solution. • This is a new suggested site put forward by the landowner and the site is well related to the settlement. Although this site could be suitable for housing it could also provide for the possible expansion of the adjacent middle school if required. 	
Core Strategy Broad Area EM2 Leekbrook	Employment only	7.66	<p>Statutory bodies/stakeholders</p> <p>Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.</p> <p>Natural England – Proposed allocation Leek EM2 (Employment) coincides entirely with the local wildlife site Twinney Wood and Grassland. Recommend Council address local plan and NPPF policies to see if the site goes forward to the next stage. DC1, 110, 113, 117 and 118 NPPF.</p> <p>SCC Highways: Subject to satisfactory design.</p> <p>Developer/Agent/Landowner – Application submitted by landowner of most of site for industrial development on Leek EM2 currently pending consideration by the Council.</p> <p>Public response 2 comments - 2 objections</p> <p>Issues raised:</p> <p>Objections</p> <ul style="list-style-type: none"> • Infrastructure - Traffic / Transport • Landscape • Nature Conservation- DEFRA environmentally sensitive area • Amenity (e.g. noise, privacy, loss of light) • Scale of development- destabilise existing property • Listed Building / Conservation Area- impact on grade II* listed Fynneylane Farm • Other- as evidence shows a reduction in demand for B2 units and as permission was granted over 10 years ago the situation should be reassessed. 	<p>The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. The site's accessibility to open space is likely to have a positive effect. However, the site is relatively inaccessible to services and facilities and the site is located within a flood zone which is likely to have a significant negative effect. The development of greenfield, grade 4 ALC land is assessed as being a negative effect, as could the site's proximity to historic assets and a partial SBI designation.</p>	<ul style="list-style-type: none"> • Any planning application would have to satisfactorily address any access issues raised by SCC Highways Officer and SMDC Environmental Health Officer regarding amenity/noise. • The Council has a Landscape & Settlement Setting Study and this site is identified as being important landscape setting to the settlement. The impact on the National Park requires consideration and also Habitat Regulations Assessment of this site would be required if it is taken forward to test impact on European protected habitats. • The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. The Study recommends that that any future development of this site is considered in line with relevant NPPF and Core Strategy Policies. A number of precautionary surveys/actions are also recommended in the case of development. • The Council holds recent evidence which demonstrates that there is need for additional employment land across the District (including B2 uses). The Spatial Strategy of the Core Strategy breaks down this requirement into sub-requirements, including a requirement for the Leek Wards. Leek EM2 is proposed under the Core Strategy Spatial Policy for Leek as a 'Broad Location for Employment' to contribute to meeting this need. Consequently this has been taken forward into the Site Allocations process. • Due to the proximity to the Grade II* listed 	

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					building a Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.	