

Congleton Neighbourhood Plan Draft Framework (16.07.14)

Contents

What is the Congleton Neighbourhood Plan?	3
What is the purpose of a Neighbourhood Plan?	4
What topics are included in the Neighbourhood Plan?	4
MAP 1: CONGLETON NEIGHBOURHOOD PLAN AREA.....	6
About Congleton	6
OVERVIEW OF PRESENT DAY CONGLETON.....	8
Objectives.....	9
Policies	10
Climate Change and Sustainability	10
CC1 Climate Change	10
CC2 Sustainable Design	11
Environment & Green Infrastructure	12
E1 Connections to the Countryside	12
E2 Green and Blue Corridors.....	13
MAP 2 GREEN WEDGES AND PROPOSED GREEN SPACES IN CONGLETON	14
E3 Habitat protection and Biodiversity.....	15
MAP 3 – WILDLIFE CORRIDOR MAPS – Cheshire Wildlife Trust	16
MAP 4 Biodiversity Plans - Cheshire Wildlife Trust.....	
E4 Local Green Space	18
List of Local Green Spaces.....	19
E5 Macclesfield Canal	21
E6 Landscape Character	21
Policy E8 Allotments	22
Town Centre	23
Aspiration 1 A strategy for the Town Centre	23
Aspiration 2 Market Area.....	23
Aspiration 3 Town Centre Parking	23
Policies	24
TC1 Town Centre Streets and Spaces	24
TC2 Local Needs shopping outside the Town Centre	24
TC3 Other retail and leisure developments outside the town centre.....	24
<i>Draft Congleton Neighbourhood Plan – revised version 16..07.14</i>	1

TC4 Active Frontages within the Town Centre	24
TC5 Market Area within the Town Centre	25
TC6 Shop Frontages	25
TC7 Employment in the Town Centre.....	26
TC8 Other Leisure Developments	26
Local Economy	26
Aspiration 4 Supporting Local Businesses	26
Policies	26
LE1 New Business.....	26
LE2 Loss of Employment Sites.....	27
LE3 Use of Existing Buildings.....	27
LE4 Tourism.....	27
Transport and Movement	28
Aspiration 5 Reducing Traffic Congestion.....	28
Aspiration 6 Promoting Sustainable Transport.....	28
Policies	28
T1 Congestion and Highway Safety	28
T2 Parking.....	28
T3 Accessibility.....	29
T4 Public Transport	29
T5 Walking in Congleton	30
T6 Cycling in Congleton.....	31
T7 Fibre Optic Cabling.....	31
T8 Air Quality	31
Health, Education and Well-Being	32
Aspiration 7 Preventative Health.....	32
Aspiration 8 Sports and Recreation Provision	33
Policies	33
HEW1 Community Health	33
HEW2 Provide for the sports and recreational needs of the local community.....	33
HEW3 Cultural and Community Places.....	34
HEW4 Day Nurseries, Primary and Secondary Schools	35
Heritage Policies	35
Aspiration 9 Conservation and Heritage.....	35
HE1 Landmarks, Views, Vistas and Gateways.....	35

HE2 Heritage Assets	36
HE3 Conservation Areas.....	37
MAP 5: Congleton Town Centre and Conservation Areas	38
HE4 Re-use of Historic Buildings	38
Design	39
D1 Local Distinctiveness.....	39
D2 Backland and Tandem Development	40
Housing	40
Aspiration 10 Housing.....	40
H1 Housing Mix	40
H2 Previously Developed and Infill Development	42
H3 Residential Extensions and Conversions	43
H4 Living in the Town Centre.....	44
Appendices.....	45
List of Plans	45
Glossary of Terms	45

What is the Congleton Neighbourhood Plan?

Congleton Town Council agreed to take forward a Neighbourhood Plan for the whole of Congleton Parish in response to the growth of the area that is proposed in the Cheshire East Local Plan. Congleton is identified as a Key Service Centre in the Local Plan, meaning that it fulfils the role of a traditional market town, accommodating growth, shops and other services for a wider rural hinterland, and this will require careful planning to protect the intrinsic character of the Town.

Neighbourhood Planning powers were introduced by the Localism Act 2011 and allow communities to prepare a land use planning document for their area. A Neighbourhood Plan once made, has a legal status and must be considered, where relevant, by all planning applications in the area it covers.

The Congleton Neighbourhood Plan is presented here in its draft form for consideration by the community, stakeholders and investors. It is heavily based upon consultation with the local community, local groups and organisations and has been shaped by a team of local volunteers, led by the Town Council. The Town Council established a Neighbourhood Plan Working Group to guide the project and this committee was supported by a series of themed working groups.

A strong message emerging from the earlier consultation process was that the local community are very proud of their town and have a very strong desire to retain its unique character. This has been key in developing the Vision and Objectives for this plan.

What is the purpose of a Neighbourhood Plan?

The Neighbourhood plan is a land-use planning document. The regulations restrict the plan's ability to influence matters only where planning permission is required for new development or changes of use of land or buildings. Not all policies will be relevant to all developments however the overarching principles of climate change and sustainability are fundamental to the future of Congleton and the growth of the town.

The Neighbourhood Plan is designed to form part of the Development Plan for the local area. In this case the Congleton Neighbourhood plan will sit alongside the Cheshire East local Plan and Sites Allocation and Development Policies Document (expected in 2021).

As a result, the Congleton Neighbourhood plan is designed to ensure that development occurs in the right places, at the right time and is delivered to a high quality. It also ensures that local issues are considered as part of the process including, but not limited to, climate change, sustainability, impact upon local facilities and services, protection of local open spaces and wildlife areas, and the adverse impacts of new development are mitigated.

What topics are included in the Neighbourhood Plan?

The Neighbourhood Plan includes policies on eight different topics which are summarised below:

- Climate Change and the Environment
- Town Centre
- Local Economy
- Transport and Infrastructure
- Health, Education and Well-Being
- Heritage
- Design
- Housing

These topic areas have been drafted to engage with the latest thinking on the role of the planning system, considering a range of topics including climate change, well-being, heritage blue and green infrastructure, and tourism that have not traditionally formed part of the planning system but are now enshrined in national guidance.

In addition to the policies there are other important matters that will need to be carefully considered alongside prospective new development. In some cases, it is not possible to deliver these through the planning system (education, health and public transport for example) as they require the involvement of other groups, organisations and stakeholders. Consequently, the Neighbourhood plan also includes 10 aspirations which set out how the Council will seek to work alongside other parties to ensure that the needs of the community are delivered.

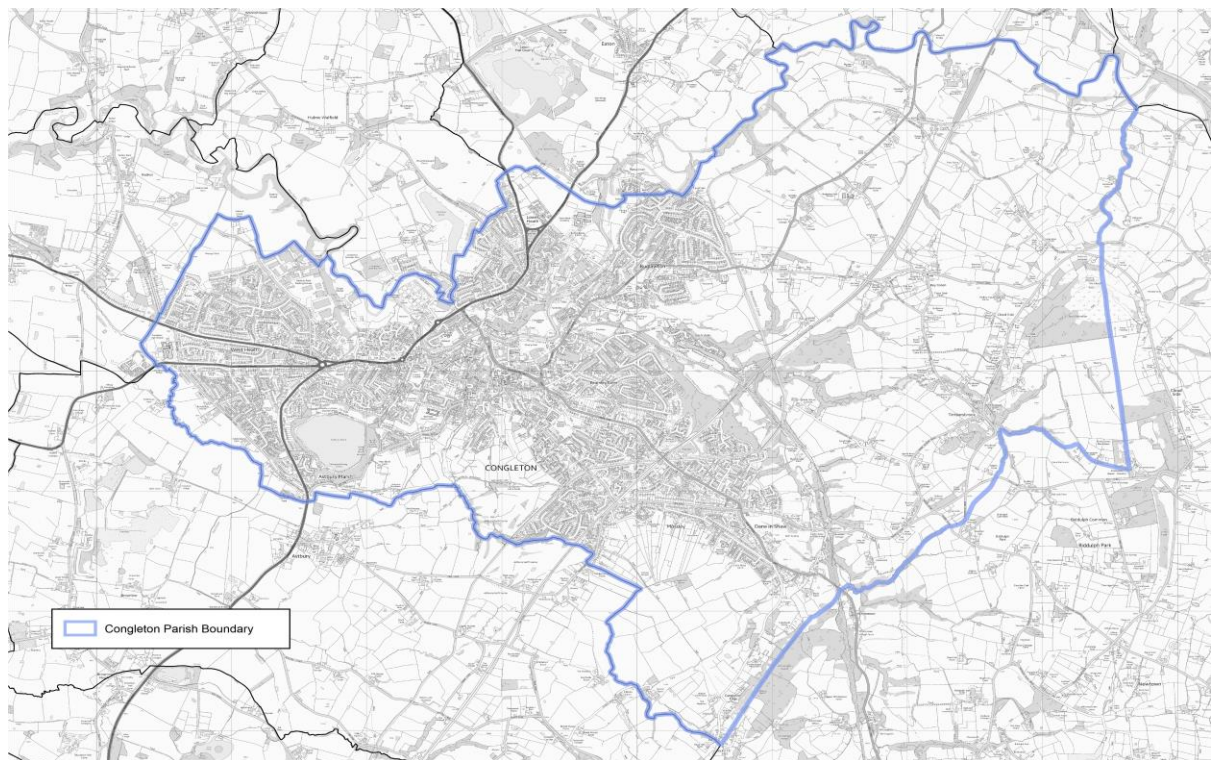
The Neighbourhood Plan also considers the Town Council's approved Business Plan for 2020-2023, but some actions stretch beyond this period and the Neighbourhood Plan will run until 2030. The Business Plan is a living document, which will be reviewed and modified to take account of developments and challenges as situations arise, this may include major funding opportunities or significant issues within the town.

The Town Council's Business Plan recognises the current priorities of the Town Council and the community it serves and key actions and activities including the emerging Neighbourhood Plan. [The Business Plan](#) illustrates the Town Council's commitment to working with Cheshire East Council and other public bodies, and adjacent parish councils as well as the local voluntary groups and community organisations. (See appendix 1)

The Congleton Neighbourhood Plan Designated Area was first approved in November 2014. The Cheshire East Local Plan Strategy allocated strategic sites for housing and employment principally to the north the majority of which are outside the Neighbourhood Plan boundary in the parishes of Somerford, Hulme Warfield and Eaton.

An earlier version of the Neighbourhood plan progressed as far as the examination process however following discussions with the Examiner it was decided to withdraw that plan and recommence the process. Since that time, the Congleton Link Road has been completed and the country has suffered the COVID-19 pandemic which has restricted opportunities for the Neighbourhood Plan Working Group to meet and recommence the Neighbourhood Planning process.

MAP 1: CONGLETON NEIGHBOURHOOD PLAN AREA



About Congleton

Congleton is a long-established market town on the banks of the River Dane. Situated at a point where the foothills of the Pennines meet the Cheshire Plain, the town and its surrounding parishes have a rich history. The earliest settlements appear to have been in Neolithic times with archaeological finds from the Stone and Bronze ages. There is evidence of activity from the Romans and the Vikings in the vicinity and the Saxon Earl Godwin of Wessex held the town until it passed to the Norman Earl of Chester, as recorded in the Domesday Book in 1086.

The first Town Charter was granted by Henry de Lacy in 1272 when the town acquired the rights of a free borough. The flourishing mediaeval town suffered from the occasional disaster such as flooding of the River Dane and much of the historical town centre is sited on higher ground because of this. The manufacture of leather work was important at this time, as was agriculture. Some of the older properties in the town date to Tudor times. The plague reached Congleton and environs during the seventeenth century as did the divisions of the Civil War. This caused a downturn in the town's fortunes, but these revived significantly as the industrial revolution ushered in an era of industrial entrepreneurship. The first silk mill was established in 1752 and for the best part of a hundred years the silk

industry and its associated trades was the dominant manufacture of the town. After legislation in 1860 the silk industry suffered a decline, but new industrial processes such as fustian and velvet cutting were introduced and the town continued to thrive on this industrial base until the later part of the twentieth century.

In 1831 the Macclesfield Canal was opened and the topography, referred to in the first paragraph, has played a decisive role in some of this development over the ages. The railway reached Congleton in 1848 and Turnpike Trusts were established. The railway and the canal are situated alongside the escarpment and run to the eastern side of the town rather than centrally. Development in the town during the pre-motor-vehicle age has led to narrow roads along the old mediaeval road patterns and most of these narrow to single carriageway as they approach the town centre. The river Dane also poses a significant challenge as it is currently only bridged in two places and one of these bridges, Victorian in origin, also struggles to accommodate any significant size and volume of traffic.

During the latter part of the twentieth century the town lost much of its traditional industrial base in textiles, although there has been some success in introducing new manufacturing, notably air bags. Silica sand extraction has also provided a major industry during this time. One of the town's older manufactures, in ribbons and labels, still carries on, but many of the mills that characterised the town have been demolished or renovated and put to new use. Whilst many of the older buildings remain, creating a historic core, much modern development, both commercial and housing, since the 1960s has taken place on the western periphery of the town and has spilled over into neighbouring parishes.

Since the 1950s, attempts were made to tackle some of the problems that beset the town, with only partial success. The Clayton by-pass, a 1950s extension along the A34 provided a second bridge over the Dane, but this has limited utility because of the restrictions in other areas of the A34 through the town. A dual carriageway built in the 1970s has bisected the central town, to unhappy effect, whilst a hollowing-out of parts of the town centre and the erection of monolithic commercial and service buildings, has failed to deliver significant or lasting benefits. The new plans for the town seek to address that challenge and improve accessibility to the town centre.





Macclesfield Canal

Congleton has historically been a "green" town, where tongues of landscape, such as hedges, fields and clumps of trees, extended into the heart of the town. Much of this has been lost to development in the recent past and there is little undeveloped space in the modern town. The valleys of the River Dane, Howty Brook and Timbers Brook run to and around the town as does the Macclesfield Canal. These provide biodiversity and a green resource for recreational and leisure activities for the people of the town.

The Victorian Congleton Park, in the central Dane Valley and the redeveloped sand quarry known as Astbury Mere, together with some small community gardens, also help to preserve some of the traditional green environment of the town. The town has always enjoyed a strong community spirit and has valued its whole history, recorded, built, manufactured and green, greatly and hopes to be able to continue to do so through the next phase of development.

OVERVIEW OF PRESENT DAY CONGLETON

Congleton is a town with a vibrant past and a determination to create a successful and a well-planned future. The town is constrained by land shortage which is putting pressure on green land.

The Cheshire East Local Plan recognises this problem, therefore, aspirations to build for the future mean that much new development will take place in adjoining parishes. The Congleton Neighbourhood Plan seeks to address issues arising from the current economic, social and planning situation affecting the town by ensuring that Congleton can be a strong, well-connected town that meets the needs of local people.



Vision

The vision for Congleton aims to reflect the residents aims and aspirations for the future of the town and seeks to identify the role that the Neighbourhood Plan should play in achieving this.

The Vision for Congleton is set out below:

'The Congleton Neighbourhood Plan should:

- Take account of climate change
- Protect the Town's green and blue corridors
- Ensure that the Town thrives economically and socially as an historic market town and a recognised service centre
- Protect and enhance the Town's heritage, character, variety of buildings and natural environment
- Support and deliver the facilities and infrastructure the Town needs to grow and prosper
- To maintain Congleton's strong sense of community as it grows allowing it to remain an attractive, healthy and safe place to live work and visit.

Objectives

The objectives of the Neighbourhood Plan seek to address specific aspects of the Vision as well as those issues identified by the community through the plan consultation process. These objectives will be used to monitor the progress and success of the plan.

Climate Change and Sustainability

Support a range of renewable and low carbon energy proposals and encouraged through detailed design and a combination of measures to meet the climate change targets.

Environment and Green Infrastructure

To ensure that Congleton's green and open spaces together with the landscape setting of the town are protected, retained and enhanced by, but not limited to, preserving views and vistas, safeguarding against pollution, and flooding, and protecting the town's wildlife and biodiversity. Planning principles underpinning this objective include:

- a) balancing the town's growth with protection of environmental assets, and
- b) enhancing the amount and types of green infrastructure commensurate with population growth and related needs and demands for this kind of provision. '

Town Centre

To promote a range of retail, leisure, business, mixed-use opportunities and services within the town centre to ensure its long-term viability and prosperity as well as improving pedestrian movement to meet the needs of residents and visitors.

Local Economy

To ensure the long-term viability and prosperity of the town by supporting existing employment areas and identifying new and varied opportunities, including mixed use, as well as encouraging home working and local knowledge-based industries

Transport and Infrastructure

To promote safe, healthy and sustainable travel for all, in and around Congleton, linking residential, employment and community facilities, by reducing congestion, traffic and air pollution, and making the town more pedestrian and cycle friendly encouraging sustainable transport modes.

Community and Education

To ensure that people of all ages and abilities in Congleton and its wider catchment have excellent access to, and timely provision of, quality services and facilities.

Health, Education and Well-Being

To achieve an infrastructure network across the plan area supportive of the health needs of residents and the wider catchment by securing an expansion of medical and social services and by promoting healthy living and general wellbeing through careful planning and design.

Heritage

To retain Congleton's distinctive historic character as an attractive market town by conserving the town's many heritage assets and ensuring that any new development serves to make a positive contribution to the existing historic environment.

Design

To protect and preserve the character of the town and to encourage sustainable development.

Housing

To provide a mix of housing which meets identified local housing needs, including social housing and purpose-designed housing suitable for older residents and people with a disability, delivered in locations where it is needed and, that it is sustainable and well-designed complimenting the character of Congleton.

Policies

Climate Change and Sustainability

CC1 Climate Change

Renewable and low carbon energy proposals will be supported and encouraged through detailed design and a combination of measures including:

- Encouraging the reduction of fossil fuels
- Promoting the efficient use of natural resources, the re-use and recycling of resources and the production and consumption of renewable energy

- Encouraging and facilitating the development of low and zero energy flexibility through a range of technologies for example the Havannah Weir Project (see Appendix 2 for details)
- Encouraging the provision of low and zero carbon energy infrastructure in all new developments

Justification

New development should be designed to maximise the use of renewable and low carbon energy to reduce the impact of climate change across the plan area. Cheshire East Council's Environmental Strategy 2020-2024 (Appendix 3) is aiming for a carbon neutral Council by 2025 and to achieve this it breaks down the action plan to reduce emissions into 6 areas:

- Behaviour change and internal policy
- Energy demand reduction
- Increased low carbon energy supply
- Natural capital
- Reducing Borough-wide emissions/external policy

Can we include the towns CARBON FOOTPRINT information here? I.e. what is it and what are the plans being put forward to reduce it.

CC2 Sustainable Design

All development should be of the highest design quality, seeking to reduce the overall carbon footprint of the building throughout its life. As a minimum, new development must demonstrate, where relevant:

- The siting of the building has been carefully considered to maximise solar gain and to provide shelter from wind and weather
- Materials used during construction reduce the demand for energy in their production or supply chain and will enhance the overall thermal efficiency of the building
- Measures are built in to limit energy and water use, including but not limited to on-site energy generation and grey water management systems
- Appropriate sustainable drainage solutions in accordance with the surface water hierarchy, including permeable parking areas and driveways to maximise the opportunity for all surface water drainage to be managed within the site boundary
- The establishment of a green infrastructure network in accordance with policy E2 Green and Blue Corridors (see page 14)

Justification

Whilst government has, over the last few years, downgraded the importance of sustainable design and construction within the planning process, seeking instead to rely on Building regulations the local community is very conscious of climate change and the need to achieve the highest practical levels of environmental sustainability. Tackling the impacts of climate change is now a requirement of the planning system through reducing energy demand and managing water and flooding. This policy sets out how the Neighbourhood plan would like all development in the plan area to approach sustainable design.

Many of the criteria are simple solutions utilising existing and available technology which can be effectively integrated into the design and development of new buildings, and which do not require a significant departure from traditional building methods. This is not simply about providing renewable energy micro-generation on all new properties, it is about a holistic approach using modern combined heat and power boilers, energy efficient cladding and ensuring that layouts maximise the opportunities to passively heat and light buildings from a south exposure.

Managing water on site, including low water use fixtures and fittings, grey water storage and ensuring that surface water is managed within a site boundary, are all measures that will not only reduce flooding but reduce the demand for water. Green infrastructure including gardens, hedgerows, parks and local open spaces can have a highly beneficial effect on ecology, biodiversity and reducing flood risk.

Any Sustainable Urban Drainage should be in line with the surface water hierarchy. Where possible no surface water should be connected to a combined sewer and that surface water should be discharged in the following area of priority:

1. Adequate soakaway or some other infiltration system
2. An attenuated discharge to a watercourse or other water body
3. An attenuated discharge to a public water sewer
4. An attenuated discharge to a public combined sewer.

New development should be designed to maximise the retention of surface water on the development site and to minimise run-off.

(See Cheshire East's Environmental Strategy 2020-2024 in Appendix 3)

Environment & Green Infrastructure

E1 Connections to the Countryside

Development proposals, excluding householder applications, where possible and appropriate, must ensure that visual and physical links to the countryside are maintained and improved through sensitively designed footpaths, open spaces and landscape features, where relevant.

Planning applications which improve accessibility to the countryside for Congleton residents will be looked on favourably. Where possible, planning applications must seek to incorporate and establish green infrastructure links to the countryside through their landscape design. New green infrastructure should be provided on site and should contribute to established or proposed green infrastructure. Development proposals will be resisted where they would result in isolation from the wider countryside or from existing green and open areas and wildlife sites in the Town.

Justification

Access to the countryside is important for both people and wildlife. It represents a means to connect and enjoy the natural environment and to undertake recreational activities which

benefit both physical and mental well-being. Countryside access also contributes to the rural economy by attracting visitors to the area.

Access to the countryside for wildlife is achieved through green infrastructure such as local green space, avenues of trees or waterways allowing free movement for wildlife between pockets of green space within the town and the surrounding countryside.

Around the edges of Congleton are visual and physical links into the surrounding countryside which soften the visual interface between the urban area of the Town and the adjoining countryside. Future developments should consider how their open spaces, orientation of buildings and layouts of infrastructure are designed to maximise the potential for physical, visual gaps and links to the countryside.

It is important that isolation of existing or new green and open spaces and wildlife sites does not occur, as the usefulness of these sites as corridors for local wildlife will be reduced and will affect the movement between the countryside and the Town.

(Refer to Part1 of the Character assessment Appendix 4 & Cheshire East Environmental Strategy Appendix 3 – section 6 ‘Protect and Enhance our Natural Environment’)

E2 Green and Blue Corridors

All planning applications regardless of scale and size, where possible and appropriate, must contribute to improvement of the network of ‘green and blue corridors’ throughout the Town as part of the development within their site. This should be achieved through the incorporation and integration of landscape and design features within new developments and contributions towards enhancements and improvements elsewhere, including but not limited to:

- Provision of new open spaces within the site in line with policies HEW2 and E3 in this plan
- New paths and bridleways which reflect the local character in line with policy T5 Walking in Congleton and T6 cycling in Congleton
- Native planting within boundary treatments, verges, avenues of trees and front gardens which safeguard and improve wildlife permeability
- Integration with walking and cycling routes in line with Policies T5 and T6
- The use of Sustainable Urban Drainage Systems (SUDS) in accordance with policy D1 to create new blue corridors and to benefit existing blue corridors in Congleton.

Justification

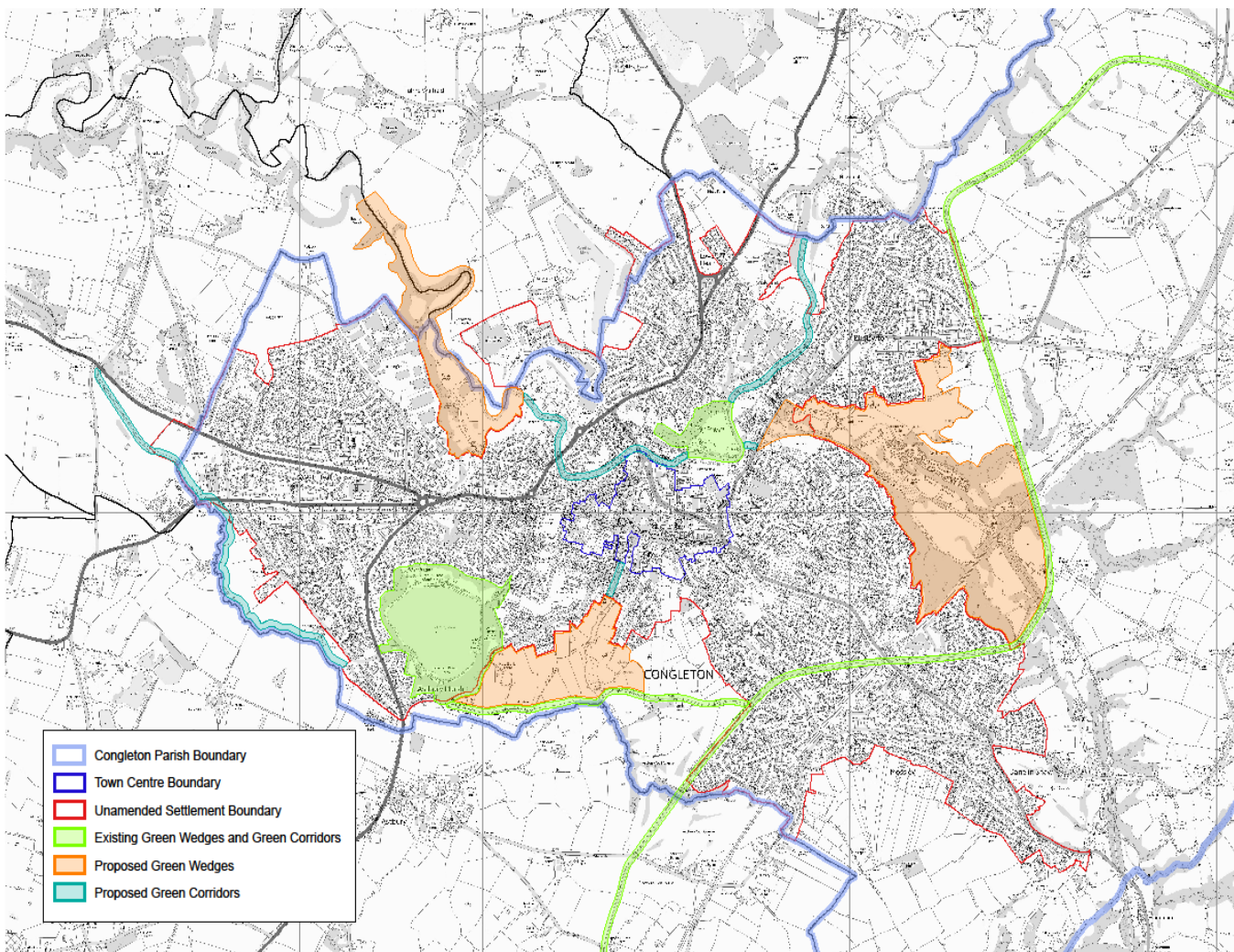
Green and blue corridors are a network of multi-functional green spaces and waterways, across the plan area, which can deliver a wide range of environmental and quality of life benefits for local communities. Particularly where they are publicly accessible, they also provide aesthetic, sustainable routes for people. The green and blue corridors, illustrated on the plan in Appendix 4, are the main arterial routes in the town. Applications should seek to improve these routes or provide opportunities to connect to these routes to enhance the overall network of green infrastructure within the town.

Green and blue corridors are also very important for the physical and wellbeing of the town's residents and visitors, as they promote and encourage recreational activities as well as providing means for sustainable movement between key locations such as walking, cycling and horse riding. Applicants should demonstrate consideration of the Sport England and Public Health England Active Design Guide.

Sustainable Urban Drainage Systems enable water to be returned to natural waterways and underground water storage systems. They also create new waterways which can benefit and encourage local wildlife.

The Neighbourhood Plan seeks to protect and enhance these green and blue corridors, and this will be done through the careful and considered approach to development set out in this policy.

(Refer to Part 2 of the Character Assessment - Area profiles – see appendix 4)



MAP 2 GREEN WEDGES AND PROPOSED GREEN SPACES IN CONGLETON

E3 Habitat protection and Biodiversity

Planning applications will be supported where they can demonstrate that they will not adversely affect designated wildlife habitats in Congleton (see plans 3 & 4 and any non-designated sites where this is relevant. Planning applications which create new habitats will be regarded as positive.

Development proposals which would create barriers to the movement of wildlife along wildlife corridors within the Town will be resisted. The major wildlife corridors are identified on the plan 2. Planning applications that enhance the connection between corridors and wildlife sites will be regarded as positive.

Protecting Areas of High Habitat Distinctiveness

Development is unlikely to be considered acceptable in areas identified as being of High Habitat Distinctiveness. Development proposals adjacent to these sites should demonstrate that an appropriate 'buffer zone' is applied to protect these ecological assets.

In areas identified as being of Medium Habitat Distinctiveness (see plan 3) development will only be considered acceptable where, following a thorough ecological assessment, any harm is avoided, mitigated, or at last resort, compensated for.

Biodiversity in large schemes

Schemes more than 50 dwellings or 1000 square meters should demonstrate a net gain in biodiversity using appropriate evaluation methodologies and strategies. Compensation will be sought through biodiversity offsetting if a net loss of biodiversity is likely from the scheme as described in the reference document 'Biodiversity Net Gain: Good practice principles for development'.

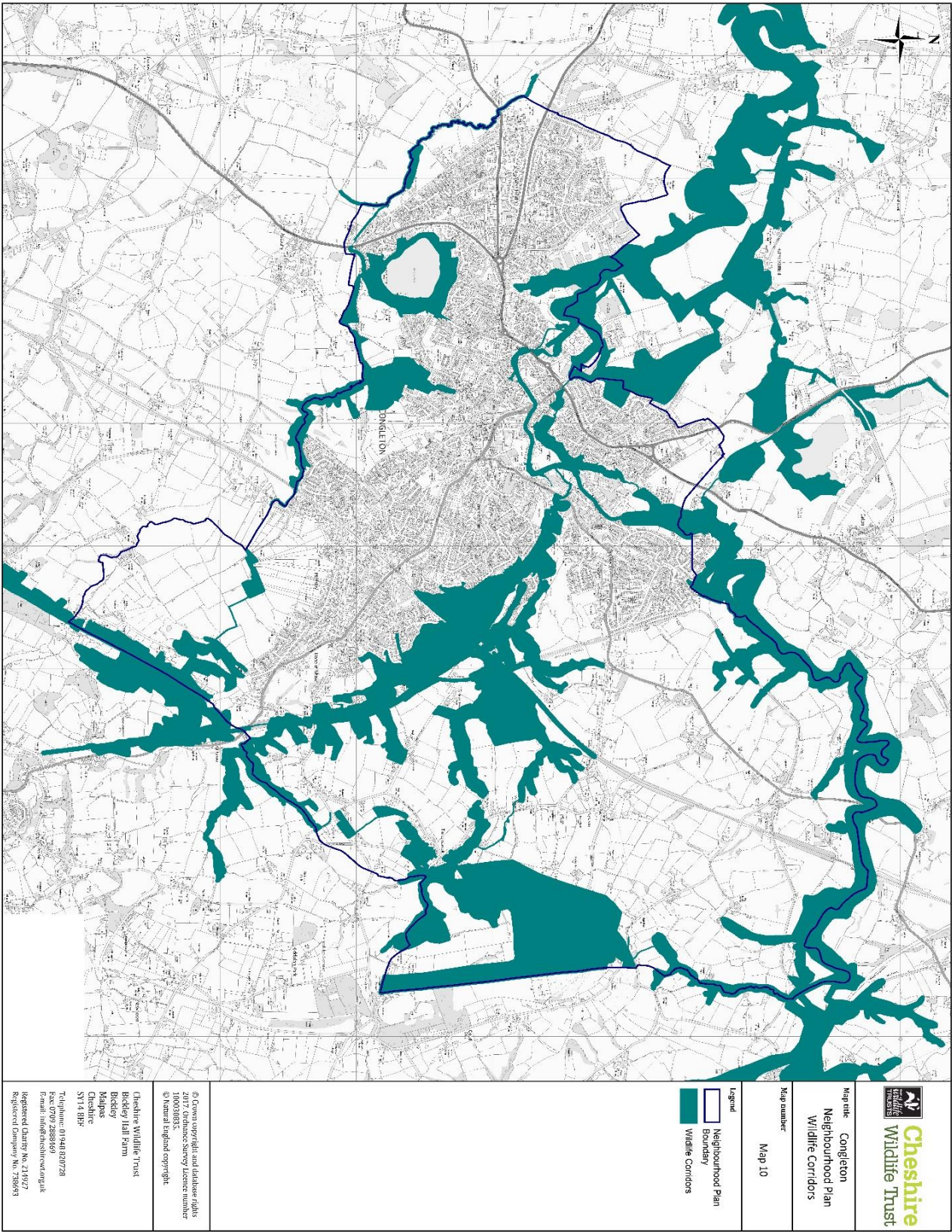
Justification

Biodiversity Net Gain will become law for developers in September 2021 and applicable on the ground in 2023 so it will become increasingly important during the lifetime of this Plan.

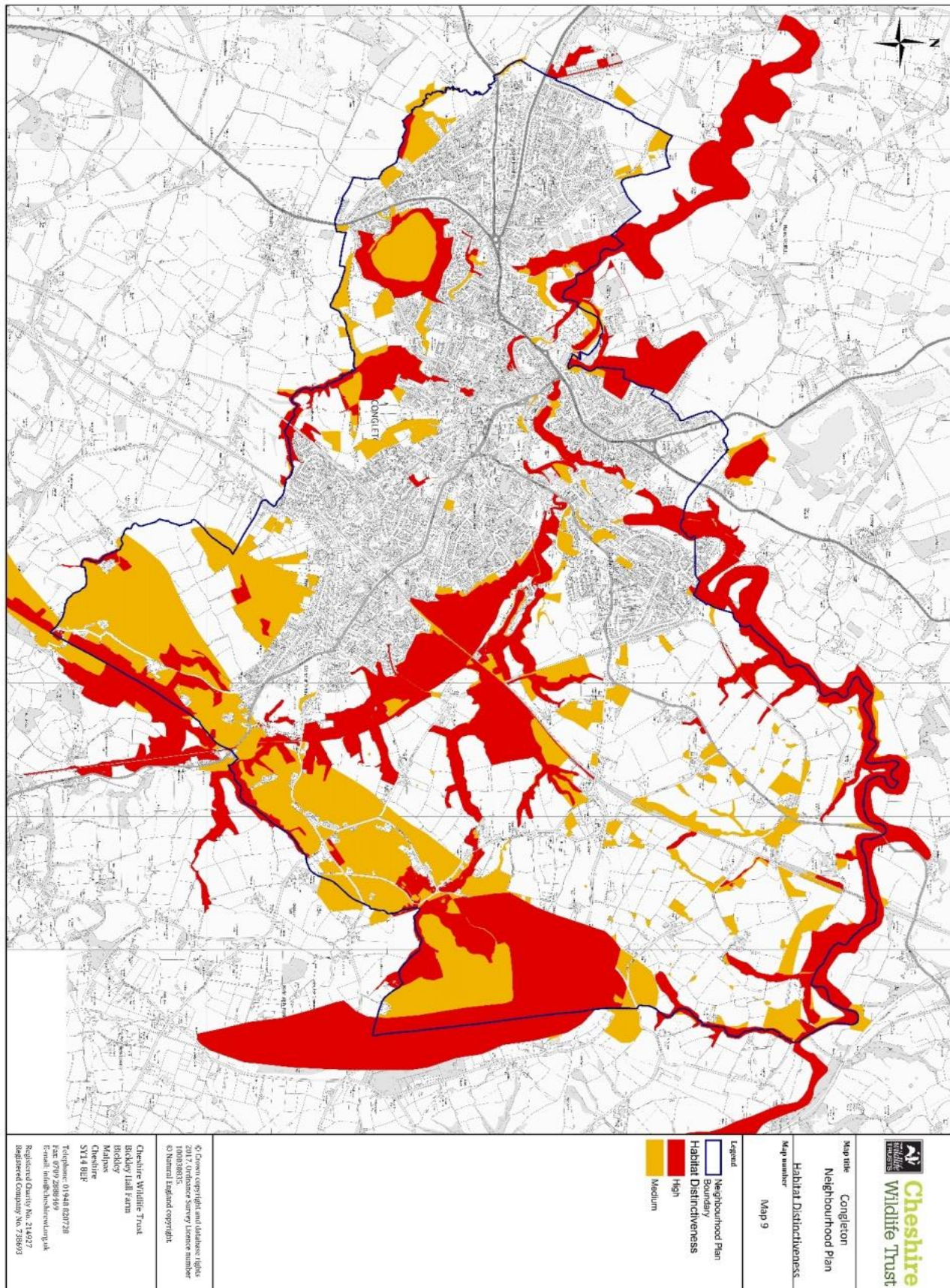
The natural environment is fundamental to our wellbeing, health and economy, providing a range of ecosystems such as water, food, materials, flood defences and carbon sequestration. Biodiversity underpins most, if not all, of these systems. The pressure on our natural resources is likely to continue and increase and we need to manage these resources in ways which deliver multiple benefits. Developments are opportunities to create new or improved habitats which result in biodiversity net gain.

There is a danger that habitats are becoming increasingly fragmented and isolated as our Town develops and expands, leading to a decline in ecosystem quality and extent. Ecological networks are widely recognised as effective ways to conserve wildlife in environments that are fragmented by human activity.

MAP 3 – WILDLIFE CORRIDOR MAPS – Cheshire Wildlife Trust



MAP 4 Biodiversity Plans - Cheshire Wildlife Trust



The natural environment is fundamental to our wellbeing, health and economy, providing a range of ecosystems such as water, food, materials, flood defences and carbon sequestration. Biodiversity underpins most, if not all, of these systems. The pressure on our natural resources is likely to continue and increase and we need to manage these resources in ways which deliver multiple benefits. Developments are opportunities to create new or improved habitats which result in biodiversity net gain.

There is a danger that habitats are becoming increasingly fragmented and isolated as our Town develops and expands, leading to a decline in ecosystem quality and extent. Ecological networks are widely recognised as effective ways to conserve wildlife in environments that are fragmented by human activity.

This policy seeks to promote and protect the creation of both habitats and corridors for movement, and biodiversity for both existing and future residents of the Town.

Cheshire Wildlife Trust produced a report to accompany the Neighbourhood plan. This should be used as a primary reference resource when considering the ecological aspects of development in Congleton. This report highlights areas of 'high' and 'medium' distinctiveness based upon a biodiversity assessment. The areas of high distinctiveness are protected from development by this policy. Other areas deemed to have medium distinctiveness would require the most thorough ecological evaluation and proposals for effective mitigation and enhancement before they may be considered suitable for development. Development adjacent to high distinctiveness areas should include a natural buffer zone, recommended to be at least 15metres to prevent light, noise and water pollution to which wildlife are particularly sensitive.

(Refer to CWT Report Appendix 10)

Cheshire East's Environmental Strategy 2020-2024 points out that new developments are required to achieve no 'net-loss' of biodiversity and deliver a net gain for the Borough. (See Appendix 3)

This policy also reflects the guidance from Cheshire East in the recently published Biodiversity Net Gain Supplementary Planning Document. (See Appendix 5)

E4 Local Green Space

The Neighbourhood Plan designates sites within Congleton as Local Green Spaces (LGS). These are identified in the list below and shown on plan 5.

List of Local Green Spaces

LGS ID	Name	Category of Green Space
1.	Astbury Mere Country Park	Park
2.	Back Lane Playing Fields	Sports Facility
3.	Bankyfields Crescent	Neighbourhood Green
4.	Beech Close	Neighbourhood Green
5.	Biddulph Valley Way	Sports Facility
6.	Blackshaw Close	Neighbourhood Green
7.	Chestnut Drive/Laburnum Close	Neighbourhood Green
8.	Cloud View Play Area, Bromley Farm	Neighbourhood Green
9.	Congleton Cricket Ground West Street	Sports Facility
10.	Congleton Moss	SSSI with public access
11.	Congleton Park	Community Garden
12.	Congleton Tennis Courts	Sports Facility
13.	Dane Valley	Green/Blue Corridor*
14.	Derwent Drive	Neighbourhood Green
15.	Forge Wood	Ancient Woodland*
16.	Galloway Green Play Area	Neighbourhood Green
17.	Hankinson Field	Sports Facility
18.	Hillfield	Neighbourhood Green
19.	Hornby Drive Play Area	Neighbourhood Green
20.	Howey Lane Cemetery	Neighbourhood Green
21.	Howey Lane/Priesty Fields Allotments	Neighbourhood Green
22.	Howty Brook Valley/Lamberts Lane	Neighbourhood Green*
23.	Isis Close	Neighbourhood Green
24.	Kensington Play Area Buglawton	Neighbourhood Green
25.	Lady Warburton's Walk	Neighbourhood Green*
26.	Land off Bridgewater Close	Neighbourhood Green
27.	Lawton Street/High Street Community Garden	Community Garden
28.	Lower Heath Play Area	Neighbourhood Green
29.	Mardale Close	Neighbourhood Green
30.	Margaret's Place/Antrobus Street Gardens	Community Garden
31.	Maskery Place	Neighbourhood Green
32.	Mill Pool Brook House Lane	Neighbourhood Green
33.	Moody Street Gardens	Community Gardens
34.	Mossley Cricket Ground	Sports Facility
35.	Severn Close	Neighbourhood Green
36.	St Johns Road/Scout Hut	Sports Facility
37.	Tamar Close	Neighbourhood Green
38.	Tamar Close/Isis Close	Neighbourhood Green
39.	Thames Close	Neighbourhood Green
40.	Timbersbrook Valley	Neighbourhood Green*
41.	West Road Play Area	Neighbourhood Green
42.	Windsor Place	Neighbourhood Green

Explanatory notes

13. The Dane Valley is a green/blue corridor that connects through the strategic sites to the north of the town, outside the plan area, into the town centre and has potential to create public access from the new development into and across the town. See Policy E2.

15. Forge Wood an area of ancient woodland between forge Lane and the Greenfield Road industrial estate. This area is not accessible to the public.

22. Howty Brook/Lamberts Lane is part urban fringe land containing high and medium habitat distinctiveness that is criss-crossed by several footpaths and bridleways south of the Town Centre. It also is the historic route from Priesty Fields between Newbould Astbury Church and St Peters Church in Stony Lane. The sunken lanes in the area are of medieval origin and the area has significant wildlife value.

25. Lady Warburton's Walk near the centre of the Town a green space walk (FP24) along the parish boundary leading to Westlow Mere.

40. Timbers Brook Valley with steeply sloping valley sides mainly agricultural land with some public rights of way and several access points from adjoining housing sites. A heavily used area for informal recreation with significant areas of medium value habitat distinctiveness.

Justification

Many open and green spaces within built environments have special value or purpose for the communities they serve. These include activities and functions which may be regularly held there or regular recreational use.

Paragraph 100 of the Revised National Planning Policy Framework gives Neighbourhood plans the ability to designate important areas of open and green space as Local green space. Once designated these areas are afforded strong protection against any future development. Numerous areas in Congleton were identified in the open space inventory, as areas which may be potentially protected. 42 of the sites assessed were deemed suitable to be designated as Local Green Space.

All of these sites have been assessed against the criteria set out in paragraph 100 of the 2019 NPPF. Detailed assessment of these sites, together with a plan identifying each site, is provided within the evidence base of the Neighbourhood Plan (see Appendix 9). This assessment demonstrates how the Local Green spaces listed meet the criteria set out in the NPPF:

- Where the green space is close to the community it serves
- Where the green space is demonstrably special to a local community and has local significance, for example because of its beauty, historic significance, recreation value (including as a playing field), tranquillity or richness in wildlife
- Where the green area concerned is local in character and is not an extensive tract of land.

Going forward it is likely that new green spaces will be created as part on any new development and the Town Council will continue to review these spaces as they are created and, where appropriate, update this policy to include them in a review of the Neighbourhood Plan.

(Refer to Character Assessment Parts 1 &2 see Appendix 4)

E5 Macclesfield Canal

Development proposals which are adjacent to or adjoin the Macclesfield Canal will be supported provided they address the following matters

- Are of a high quality of design which enhances the character of the waterway and integrates the canal into the development in a way that creates a sustainable waterway neighbourhood where waterway and waterside community's area combined, and the waterway is treated as an area of usable space with an appropriate focus for public activity
- Integrates the waterway, towpath and canal environment into the public realm both in terms of design and management of the development
- Improves access to, along and from the waterway for all users (where appropriate) and enhances and/or improves the environmental quality and green infrastructure of the waterway corridor area, providing a net gain for biodiversity
- Optimisation of views to and from the waterway to generate and improve natural surveillance of the water space through the siting, configuration and orientation of buildings, recognising that appropriate boundary treatment and access issues may differ between the towpath and the offside of the canal
- Avoidance of development that will have an adverse impact on the canal corridor by virtue of noise, odour or adverse visual impact
- Conserve and enhance wherever possible the distinct industrial and architectural heritage of the canal and its associated assets and
- Maximise opportunities for reducing carbon emissions and to build in resilience, by investigating the potential for use of the waterway in heating/cooling any new development.

Justification

The Macclesfield Canal passes through part of the plan area and the Canal and Rivers Trust have supported the Neighbourhood plan by reference to their document 'Planning for Waterways in Neighbourhood Plans' when recommending the wording in Policy E5.

(Refer to Area Profile Appendix 4)

E6 Landscape Character

To protect the identity of Congleton as a historic market town with its open countryside and farmland setting, new development must, where appropriate, respect the landscape character of Congleton. Future developments should respond positively to and take account of the Congleton Landscape Character Assessment (Part 1) and the Character Area Profiles (Part 2) March 2020 (see appendix 4) through the scale, massing, features, landscaping and design of the development.

Justification

Congleton is an historic market town, and its setting provides a unique sense of place and special character as set out in the Landscape Character Assessment and the Character Area Profiles. New development must not detract from this setting but should instead consider and take account of the distinctive landscape and character of the area. Many residents wish to protect the identity of Congleton as an historic market town and one of Congleton's key characteristics is its penetration by wooded valleys and wedges of farmland, and while these generally remain, they are at risk of losing value through cumulative small losses.

Congleton is located within a group of major Cheshire/Staffordshire landmarks, as shown below. Sutton Common, the Cloud, Congleton Edge and Mow Cop are on the gritstone ridge to the east and south-east of the town. They provide linear viewpoints from which very long-distance views can be obtained in clear weather. Several major landmarks (see the Landscape Character Assessment) can be glimpsed from within the town from frequently the Cloud, or rarely and surprisingly as in the case of Jodrell Bank - for instance, the radio telescope is briefly seen behind the Town Hall clock tower from the top of Canal Road, then disappears as the viewer descends. Since much of Congleton town is oriented towards the River Dane valley, views may often be inward rather than outward looking. There are still many places where glimpses of more distant hills, local landmarks or other parts of the town can be obtained. The top of the escarpment to the north of Congleton Park has the most potential, but trees block most views.

The Landscape Character Assessment has identified 6 generic local landscape character types, (LCT's) within the study area. There are 3 urban LCTs, 2 rural LCTs and a transitional LCT. Each type shares similar characteristics, described in detail in the Landscape Character Assessment. The landscape character types are subdivided into 15 urban landscape character areas and 8 rural landscape character areas as also shown in Figure 10. The relatively high number of character areas reflects the complexity of the study area. As the town outgrew its original location within the Dane valley and its southern slopes, it extended along higher land, becoming subdivided by valleys, the railway, sand quarries, and more recently by internal bypasses, into separate parts. All the Character Areas are described in detail in the Character Area Assessment Report. (See Appendix 4)

Policy E8 Allotments

Where appropriate, in the plan area where there is a shortage of local facilities such as allotments and/or a community orchard, land should be set aside to meet the expressed local need

Justification

There is a shortfall of allotment provision in the plan area in comparison to the national average, although Congleton does have 80 allotment plots and many of the houses in the plan area have back gardens. Notwithstanding this provision there remains a demand from the local community for the provision of accessible and convenient allotments. The Town Council would encourage and support the provision of both allotments and/or a community orchard as part of any future development proposal in the plan area.

Town Centre

Aspiration 1 A strategy for the Town Centre

The Town Council is committed to working with the borough council and local land and property owners to deliver an agreed strategy for the future of the town centre area. together with the borough council the town council will also assess options for a scheme to manage vehicle access and traffic flow to reduce pollution and improve the environment for town centre users.

The strategy will identify and produce guidance for development sites within the Town Centre, including the town centre car parks, at Fairground and Back Park Street, the bus station, police station, former Council offices, Market Square and North Rode Timber Yard as well as other town centre locations. Any strategy will also need to look at the appearance of the town centre from Mountbatten Way and how this can be improved.

The strategy will seek to support town centre living, small scale independent retail and new outdoor town centre meeting place/market/square.

This aspiration recognises the need for an overarching strategy for the town centre which combines opportunities to improve and, in some instances, redevelop key town centre sites. Such schemes may involve works to the public realm, construction of new car parks, improvements and enhancement to public transport facilities and mixed-use proposals.

The Town Council will set up a working group to explore different options with all the parties concerned to ensure that the Town Centre Strategy is supported by key stakeholders and offers a practical and deliverable long-term plan for the town centre.

The strategy will provide an agreed way forward for the town centre to ensure the efficient use of land and resources for the benefit of the residents of the town. Any strategy will be subject to a full community consultation as thoughts and ideas start to emerge.

Aspiration 2 Market Area

The Town Council will, as part of the town centre strategy, look to regenerate the market area which could become a community events / social area.

Congleton is an historic market town and there is a strong desire to maintain the town's market status by regenerating and relocating the current indoor and outdoor market to a more prominent site and make it a central part of the town's daytime offer.

Aspiration 3 Town Centre Parking

The Town Council will work with Cheshire East Council to monitor car parking provision within Congleton, including the review of car parking charges across the town. This will take

place in conjunction with complementary measures such as provision of overflow car parking and a more balanced and efficient provision of long and short stay car parking. Where car parking is temporarily reduced due to any reconfiguration of existing town centre car parks the Town Council will work with Cheshire East to make alternative provision through temporary car parks and overflow car parks.

Policies

TC1 Town Centre Streets and Spaces

Where planning permission is required, proposals which seek to improve the pedestrian environment within the town centre will be supported. Pedestrian priority environments may be appropriate in some town centre locations in line with the proposals set out in the Town Centre Strategy Aspiration.

Applicants must demonstrate how public realm proposals positively contribute towards the historic character of Congleton, its streets and buildings and care should be taken regarding the use of materials, surfacing and street furniture including how it can be used by all ages and abilities. Durability and long-term maintenance and management should be a consideration from the beginning of the design process.

Schemes which demonstrate careful consideration of bin and servicing areas will be strongly supported. Developments which provide new bin and servicing areas should ensure that delivery times do not have a negative impact on the amenity of neighbouring and other town centre uses. Schemes which propose environmental improvements to existing bin stores and servicing yards through screening or similar will be supported.

TC2 Local Needs shopping outside the Town Centre

New and extended small-scale retail development to meet daily convenience shopping needs will be supported in the local centres of West Heath, Lower Heath, High Town and Buglawton shopping areas.

TC3 Other retail and leisure developments outside the town centre

Where it can be demonstrated that a proposed town centre use cannot be accommodated within the town centre, then support will be given to such development on sites immediately adjoining the town centre subject to.

- there being no significant adverse impact on the vitality and viability of the town centre; and
- it is demonstrated that the tests outlined in current government guidance can be satisfied.

TC4 Active Frontages within the Town Centre

Within the primary and secondary shopping frontages (as defined by the Cheshire East Sites Allocation Development Plan Document), retail uses will be supported in ground level units. where it is demonstrated through a formal assessment that use of a site or building is no longer viable or required for its current commercial use the neighbourhood plan supports

the re-use of these sites for a mix of market, affordable and elderly persons' housing in accordance with the housing policies in this plan and the local housing needs of Congleton. Outside these frontages, residential uses at ground floor level will be supported where they can demonstrate enhancement of the vitality of the town centre, and if they do not threaten the overall retail identity and viability of the area.

Justification

These policies seek to protect and enhance the existing retail offer and vibrancy of the town centre and primary shopping frontages, by encouraging a dense retail offer which is not eroded by non-retail and residential uses.

TC5 Market Area within the Town Centre

Proposals for the redevelopment of the existing market area in the town centre will be supported if provision is made to accommodate a range of appropriate town centre uses, including the retention of an indoor and outdoor market space subject to the general requirements of this plan, the proposed town centre strategy and provision for the storage of the market stalls.

Justification

This policy seeks to retain a market presence in the town centre as part of the town centre strategy and Congleton's historic role as a market town.

TC6 Shop Frontages

Where planning permission is required for the refurbishment or replacement of existing shop frontages and installation of new shopfronts applicants must demonstrate how they have considered and addressed the following criteria:

- Consideration of the architectural styles of adjoining buildings and shop fronts and the wider street scene, including where appropriate contemporary design
- Facias should be of a scale proportionate to the rest of the building they should not obscure windows and other architectural detailing and they should align with other adjacent facias. Box facias and box lighting will not normally be permitted.
- The subdivision and proportion of windows should relate to the character of the building and its neighbours
- Signage should respect the character of the individual building and adjoining properties. Only one hanging sign should normally be permitted per shop front.
- Within the Town Centre Conservation Area solid shutters will normally be considered unacceptable. Only security measures which maintain a level of transparency will be permitted such as laminated glazing, lattice grilles and perforated shutters.

Justification

This policy sets out the criteria for how new shop frontages should be designed for Congleton. It includes details of proportion, glazing and outdoor seating or street displays as well as how the frontage will be secured when the premises are closed. The design of shop frontages should enhance the sense of place and local character of Congleton.

TC7 Employment in the Town Centre

New employment in the town centre (Use Class E) will be supported subject to:

- Provision of good quality design and layout, highway access, car parking and wheelie bin storage
- Respect for the amenity and privacy of nearby residential properties
- The provision of good quality hard and soft landscaping
- Respect for the character, appearance and setting of any listed building and the conservation area

Justification

To create a variety of employment opportunities within the town centre, appropriate to its location and, which are accessible to local people by public transport as well as cycling and walking.

TC8 Other Leisure Developments

Support will be given for proposals which enhance existing leisure facilities in the town, particularly in High Street, Swan Bank, Mill Street, West Street and Lawton Street.

Justification

To maintain and enhance the historic market town role of Congleton in the wider area the provision of facilities that enhance the evening economy of the town centre, together will be supported and encouraged. The redevelopment of Congleton Leisure Centre to provide a 'Lifestyle Centre' as the basis for a 'Leisure Hub' either on the existing leisure centre site or on an appropriate site within or on the edge of the town centre will be promoted and supported.

Local Economy

Aspiration 4 Supporting Local Businesses

The Town Council strongly supports the role of new and existing independent businesses within the town and will work with local business owners to devise campaigns, events and activities which promote local businesses.

This aspiration sets out the Town Council's commitment to encouraging independent businesses who have a crucial role in the vitality and viability of the town centre and whilst such proposals fall outside the planning system it was felt that it was important to include this aspiration in the Neighbourhood Plan.

Policies

LE1 New Business

Proposals which extend existing or promote new employment opportunities within the Congleton Neighbourhood Plan Area will be supported.

Justification

To ensure the continued success of the town and to continue its role as a Key Service Centre it is important to provide new employment opportunities within the town. New

employment will attract additional people into the town and provide job opportunities for existing and new residents. Businesses will take an active role in improving and expanding local skill levels and reducing local unemployment.

LE2 Loss of Employment Sites

The loss of land and buildings in employment generating uses will only be supported where it can be demonstrated through a formal assessment that the existing use is no longer viable or required and the premises/site/business has been actively marketed for employment uses for at least 2 years at an appropriate market price.

Where it is demonstrated that the site is no longer viable or required for employment use the Neighbourhood Plan supports the re-use of these local employment sites for a mix of market, affordable and elderly persons' housing in accordance with the housing policies in this plan and the local housing needs of Congleton.

Justification

To retain employment within the town. If the site is not to be used for employment, then support will be given to meeting the local housing needs on the site and providing a mix of type, tenure and size of housing in accordance with the housing policies in this plan.

LE3 Use of Existing Buildings

The re-use, conversion and adaption of permanent, structurally sound buildings of substantial construction for small businesses, recreation or tourism will be supported.

Justification

To stimulate the local economy and create a variety of employment opportunities that are accessible to local people.

LE4 Tourism

Planning applications proposing development linked to tourism activities will be supported. Schemes which seek to enhance the experience of visitors to the town, such as enhancement to visitor attractions, will be supported subject to demonstrating consideration of the surrounding historic character and local amenity. Schemes which encourage or create space for temporary events will be strongly supported.

Where required, planning applications for signage, interpretation, and information within the town centre to assist with wayfinding and interpretation of the Town's history will also be supported subject to the co-ordination of signage in the interests of clarity and visual amenity

Justification

This policy encourages tourist related development, including but not limited to countryside pursuits, visits to parks, gardens and country houses, outdoor activities, and overnight accommodation. Development necessary to enhance the visitor or tourism use of existing assets within the town must safeguard its historic ambience and promote events.

This policy encourages new signage, interpretation and information within the town centre to improve visitor's ability to navigate the town centre and find popular destinations.

Transport and Movement

Aspiration 5 Reducing Traffic Congestion

The Town Council will continue to work with Cheshire East Council, the community and other local organisations, developers and landowners to survey traffic flows and air quality in and around Congleton.

The Town Council supported the construction of the Congleton Link Road, now named the Wolstenholme Elmy Way, which was opened in April 2021. The Town Council will work with Cheshire East Council to monitor the impact of the new road on town centre traffic and take the opportunity to remodel traffic to discourage unnecessary traffic from using town centre and residential roads.

Aspiration 6 Promoting Sustainable Transport

The Town Council will support the delivery of improvements to the transport infrastructure of the town proportionate to the scale of the scheme proposed and, improve accessibility by promoting sustainable modes of transport including the provision of safe walking and cycling routes, management of the need for employee and visitor car parking and encouraging the use of alternative sustainable transport modes.

The Town Council will also support the provision of both long- and short-term commuter parking at Congleton Railway Station and the delivery of improvements to the public transport system across the plan area.

Policies

T1 Congestion and Highway Safety

Proposals will only be supported where the scale of traffic generated by the development will not worsen existing traffic problems across the plan area to an unacceptable level or include measures or a developer contribution towards measures to overcome any deficiencies in the local transport network because of the proposed development.

Justification

To address congestion issues caused by through traffic, development proposals that would increase the volume of traffic, in particular HGV traffic, through the town will be opposed unless there are mitigating circumstances.

T2 Parking

Where appropriate, all new developments (including householder extensions where additional bedrooms are created) will be required to provide parking (including cycle parking) to meet development needs in line with guidance set out within the Cheshire East Local Plan Strategy and Design Guide.

The design of new parking spaces and garages should comply with the standards set out in Appendix C of the Local Plan Strategy.

The provision of electric vehicle charging points will be required for all new development wherever possible and, in accordance with Government policy at the time (excluding householder planning applications), will be delivered by condition as appropriate.

Off-site parking on roads adjacent to any developments, including visitor parking, should be avoided where possible.

Justification

Parking in Congleton is a crucial issue, specially within the town centre and the historic areas of the town. Most of these areas were built and designed before the private car and as such parking provision, both on street and on site, has a significant impact upon the character of the area and the quality of life for residents. In some locations, parking has become a highway safety concern, especially on narrow terrace streets where parking can impact upon visibility and highway safety.

Whilst this policy seeks to ensure that parking is provided for all new development in line with the guidance in the Local Plan Strategy it must be useable and effective.

This policy also identifies that within the town centre these parking standards could be relaxed a little given the proximity of housing to shops and public transport, reducing the need for the use of a car. However, this should not be at the expense of increasing demand on the town centre car parks.

As part of the climate change agenda Government are encouraging the switch to electric vehicles by 2030 and as part of the Governments strategy it will be necessary to provide several electric vehicle charging points across the plan area.

T3 Accessibility

Proposals for new development or for the re-use of buildings to which the public are admitted will only be permitted where they provide for:

- A suitable means of access for disabled and visually impaired people to the entrance of the building from an adjoining street or car park, and that route be signposted where necessary
- Integral or other off-street car parking spaces appropriate for disabled people which are near and fully accessible to the proposed development.

Justification

All new and existing buildings should be accessible to all members of the community and where possible should be adapted to accommodate access for all members of the community.

T4 Public Transport

All new development (excluding householder planning applications) will be required to demonstrate how they can be accessed easily and safely by public transport, including bus routes (both with proximity and service regularity) and the railway station, through walking

and cycling. Planning applications with poor links to public transport are unlikely to be acceptable.

Any development on the strategic sites within and immediately adjoining the Neighbourhood Plan area, or more than 50 homes or 1000 square metres of commercial space, will be required to demonstrate how they can connect with existing public transport routes throughout the Town, ensuring the delivery of a regular service from their sites through either extending existing routes or subsidy of services.

Development which seeks to improve facilities at Congleton Railway Station, including those that improve the quality of services, will be supported subject to compliance with other development plan policies. The Neighbourhood Plan will support any wider proposals for increasing the frequency of services.

Justification

Encouraging the use of and supporting the improvement of public transport is identified by national and local planning policy as part of delivering sustainable development. The policy states that development needs to demonstrate how it can be easily accessed by public transport. Within Congleton this means both the railway station and local bus routes. Table 9.1 of the Cheshire East Local Plan Strategy states that new development should be within 500m of a bus route and 2km of a railway station. However, given the provisions of policies T5 Walking in Congleton and T6 Cycling in Congleton, it is important that the quality of pedestrian and cycling access to these services is improved – simply being within a prescribed distance is considered insufficient. A development that accesses a public transport connection through a route without footpaths (or very narrow or poor-quality footpaths) is unlikely to encourage the use of public transport and development and should be refused.

There is an aspiration to see improvements made to Congleton Railway Station and the Neighbourhood Plan supports any improvements to the Railway Station. Such improvements may include improving access for those with reduced or impaired mobility, waiting facilities, passenger information and changes that enhance the long-term frequency of services.

T5 Walking in Congleton

All new development (excluding householder planning applications) should contribute to the creation of a network of safe and well surfaced footpaths. Developments which reduce or undermine the network coverage through the stopping-up or diversion of footpaths, public rights of way or permissive routes are unlikely to be acceptable.

Developments which include new footpaths, streets or spaces or improved or new links to the wider public footpath network should ensure that these are designed to cater for a wide range of ages and abilities, including but not limited to wheelchair users, parents with small children and pushchairs, and those with visual or hearing impairments. All new routes should be designed to be well overlooked to ensure they feel safe. Developments which enhance a footpath, public right of way or permissive route to ensure access for a wider range of ages and abilities will be supported.

Justification

This policy will work alongside T4 Public transport and T6 Cycling in Congleton, to collectively support and promote a modal shift from the private car to more sustainable modes of transport. Congleton is a relatively compact town and the distances between the town centre, key services and residential areas are suitable for walking. However, the availability and quality of footpath routes, including both pavements and public footpaths together with the impact of heavy vehicular traffic discourage people from walking. Planning applications, regardless of type. Are required by policy to invest in public footpaths and pavements. This can be by simply ensuring that the footpath in front of a development site or new access point is reinstated appropriately or by delivering new links upgrading and connecting where possible with existing networks of public rights of way and permissive routes.

T6 Cycling in Congleton

All new development (excluding householder planning applications) will be required to demonstrate how it will seek to support cycling within the town for all ages and abilities. New development should provide appropriate cycling infrastructure and cycle parking and, where relevant showering and changing facilities for staff. The design of all streets and spaces within developments should be cycle friendly and provide connections to shops, services and facilities.

Justification

Cycling within Congleton is not currently an attractive alternative to the private car due to congestion, HGV traffic and poor cycling infrastructure. This policy has been developed to work alongside the 2017 Cheshire East Cycling strategy and the Cycle Design Guide which is referenced as part of the 2017 Cheshire East Design guide. The policy supports investment in a cohesive cycle network around the town linking housing and employment development together with links into the surrounding countryside.

The policy also includes reference to facilities for cyclists as part of developments where visitors and staff are likely to cycle. These facilities should include opportunities for secure storage, showering and changing facilities, without which encouraging a modal shift to cycling will be difficult.

T7 Fibre Optic Cabling

The development of high-speed broadband and/or any subsequent future technology including 5G across the plan area will be encouraged and supported.

Justification

The provision of high-speed broadband and 5G is essential to maintain the economic competitiveness of existing businesses and to attract new businesses to the town.

T8 Air Quality

Proposals that are likely to have an impact upon local air quality will be required to provide an air quality assessment (AQA). Where the AQA shows that the construction or operational

characteristics of the development would cause harm to air quality, including cumulatively with other planned or committed development, planning permission will not be supported unless measures are adopted to acceptably mitigate the impact. Similarly, development that introduces sensitive receptors (such as housing, schools, care homes and hospitals) in locations of poor air quality will not be acceptable unless designed to mitigate the impact. Development that is likely to produce an odour should demonstrate that there will be no negative effect on residential amenity.

Justification

All forms of pollution can be damaging to human health when it reaches significant levels. Even minor levels of pollution can have long-term negative effects therefore this policy seeks to ensure that new development avoids areas where quality of life could be affected now and in the future.

Air pollution from traffic along the arterial routes and major junctions in the town are a major concern of Congleton's residents. This policy is designed to be in line with paragraphs 170 and 181 of the 2020 NPPF on air pollution. Existing employment sites should also be considered as significant contributors in the town due to the nature of their business and the waste they generate.

See the Cheshire East environment Strategy 2020-2024 in Appendix 3, Section 3 Improving Air Quality.

Health, Education and Well-Being

Aspiration 7 Preventative Health

The Town Council will work with the relevant health authorities, agencies and residents towards the preparation of a strategy for preventative health, about the impact on the day-to-day health of Congleton's residents and visitors especially where illness can be reduced through changes in lifestyle. The strategy will help Congleton become a healthy town by reducing illness and improving the quality of life.

To deliver this strategy the Town Council will work with the following groups and organisations:

- Cheshire East Council
- East Cheshire Clinical Commissioning Group
- Developers and landowners in the town
- Local Groups
- Local Schools
- Doctors

Aspiration 8 Sports and Recreation Provision

The Town Council will work with a variety of agencies, local sports clubs and landowners to improve and expand the existing sports and recreation provision in the Town for the benefit of existing and future residents.

Polices

HEW1 Community Health

Development proposals which provide additional health infrastructure and facilities, including but not limited to the following, will be supported:

- Improvements and diversification of existing NHS premises
- Improved provision/capacity for GPs
- Dentists

Development proposals leading to any net loss of existing healthcare facilities or service provision in the Town, even during a temporary period, will be resisted unless they result in new and improved facilities in the same location or elsewhere within the Town.

Congleton war Memorial Hospital will be protected for the expansion of existing health care facilities, or for the enhancement of healthcare provision for the wider catchment area. The reuse of this site for non-healthcare uses will only be acceptable where it is part of a scheme to improve the quality and quantity of healthcare facilities in Congleton commensurate with the town's growth it can be demonstrated that it will form part of a wider strategy for improving the quality and quantity of healthcare facilities within Congleton.

All new healthcare facilities should be accessible by all ages and abilities by walking cycling and public transport in accordance with the sustainability objectives set by the Town Council and other policies in this plan.

Justification

There is concern in the Town about that reduction of healthcare facilities in the Town, the loss of valued community health care sites and the downgrading of facilities at the war Memorial Hospital. The Town Council and wider community are keen to protect and enhance existing sites and facilities and avoid further loss of services.

Use of the Memorial Hospital site for anything other than healthcare services will be resisted by the Town Council and the community due to its importance to the town. Consultation with local GP's surgeries has indicated that current facilities do not have the capacity to meet the projected growth of the town. In addition, some of these facilities are unfit for purpose and this policy supports planning applications which would remedy this situation through a wider strategy for healthcare delivery in the Town.

HEW2 Provide for the sports and recreational needs of the local community

All new developments will be encouraged to make contributions existing and future outdoor sports facilities within Congleton in accordance with the Congleton Sports Trust and Cheshire East Council's sporting strategy to include;

- All new and enhanced facilities must be inclusive (i.e. suitable for the elderly, residents with disabilities and those with mental health issues) and be accompanied by the appropriate level of car parking as well as being located on sites which are ideally accessible by public transport, walking and cycling
- The increased use of school facilities for multi-use by the local community will be encouraged including the provision of additional facilities at Eaton Bank Academy and Congleton High School
- The development of additional playing fields and support facilities such as car parks and changing rooms will be encouraged
- Existing playing field land will be safeguarded and preserved from development proposals unless alternative enhanced facilities of equivalent or greater scale and quality are provided in an appropriate location within the Town
- Contributions will be sought under Section 106 to secure contributions from all new developments, except householder applications, towards the enhancement and future provision of playing fields in the plan area and these will be delivered as part of the Neighbourhood plan Delivery Plan and the Town Council's Business Plan.

Justification

There is an aging population in the town, and it is important that sport and recreation provision is made for this section of the community. There is also a need to support and provide for the sporting needs of the wider community by, for example, the shared use of school pitches and to make all the existing and future sporting provision accessible to all members of the community.

HEW3 Cultural and Community Places

When proposing new community buildings or contributing to provision elsewhere in the plan area the criteria set out below should be considered in addition to maintaining residential amenity:

- Variety: by promoting a diversity of community facilities located in different neighbourhoods across the Town. Development proposals that lead to duplicate facilities within the Town will not be acceptable unless they meet an identified need
- Accessibility: by ensuring all facilities are accessible by all ages and abilities by walking, cycling and public transport in accordance with policies T4, T5 and T6 of this plan
- Suitability: by avoiding duplication of facilities and ensuring appropriate locations which refer to the needs of the local community.

Planning applications which deliver new community facilities will be looked upon favourably, particularly schemes which deliver the following:

- Community Halls and meeting places
- Youth Community Facilities
- Music Venues
- Education
- Places of Worship

Where appropriate all proposed developments must supply sufficient car parking in accordance with policy T2 of this plan.

Justification

Congleton possesses several cultural and community places which are of significant value to the community (for example the Town Hall) both locally and within the wider area in its role as a Key Service Centre. Consultation revealed a need for additional facilities across the town and this policy seeks to address that need.

Accessibility as well as affordability are key considerations and regard should be had to the Sport England and public Health England Active Design Guide.

Existing facilities will be safeguarded from future development to prevent the loss of these services and venues. This policy will also protect sites which are currently occupied by organisations such as scouts, guides and cadets.

HEW4 Day Nurseries, Primary and Secondary Schools

Proposals for the development of new, or for the extension or intensification of use of existing day nurseries, playgroups, primary and secondary schools will be supported where all the following can be satisfied:

- There is a separate, secure and adequate area for outdoor play
- The scale of the proposal will not affect the amenity of residents by virtue of noise, general disturbance, loss of privacy, car parking and traffic generation
- Adequate off-street parking is provided for staff and visitors
- The location is accessible by public transport, walking and cycling
- There are satisfactory and safe arrangements for the dropping off and collection of children without causing danger to other road users.

Justification

There are already several play groups, nurseries and schools in the Town, and it is important that the impact of these uses is fully assessed on the immediate area particularly where they may impact upon existing residential properties.

Heritage Policies

Aspiration 9 Conservation and Heritage

The Town Council will work with Cheshire East and local heritage groups and organisations to review all of the Town's Conservation Area appraisals and Management Plans and article 4 Directions to ensure that all are up to date, reflect the existing built environment and are relevant in the continued protection and enhancement of the Town's heritage assets.

HE1 Landmarks, Views, Vistas and Gateways

All new development should, where relevant, demonstrate how it protects and enhances key landmarks, views, vistas and gateways as indicated within the Congleton Character Assessment through meeting the following criteria:

- Views and vistas as identified should be protected from inappropriate development and landscape planting.
- The closing of views, excessive scale or mass at the edges of these views and planting of inappropriate species is to be avoided.
- Development which uses planting and buildings to frame key views will be looked on favourably.
- The loss or inappropriate alteration of landmark structures, as identified within the Character assessment, will be strongly resisted. Applicants must demonstrate how they have considered the local significance of such structures and seek to protect and enhance them.

Justification

This policy recognises the important contribution which landmarks, views, vistas and gateways make to the character of the town, including its historic skyline and wooded backdrop. Development will be required to respond to these identified features through their design and proposed landscape setting. These features are important to the setting and character of Congleton, its conservation areas, and its overall landscape setting which are strongly valued by the community.

The importance and explanation of Congleton's landmarks, views, vistas and gateways are demonstrated in the Character assessment. This document identifies views and vistas which are crucial in preserving and/or enhancing the setting of the town and its Conservation Areas.

HE2 Heritage Assets

The Neighbourhood Plan attaches great weight to the conservation of heritage assets in the Town. Planning applications which result in the loss of, cause unacceptable harm to, or negatively impact on, the significance of designated and non-designated heritage assets will be resisted. The impact of significance will be assessed against Policy SE7 of the Local plan

In addition, where this is not already a designated asset, the historic landscape patterns and boundaries, parks and below ground archaeology should also be considered as a heritage asset.

The Town Council will continue to work with partners to provide a continued review of the heritage assets in Congleton.

Justification

This policy supports the approach to protecting heritage assets and their setting, as set out in the NPPF and Policy SE7 of the Local Plan

Heritage assets have significant value for their communities and their importance can be recognised by their historic and local interest providing a sense of identity and a public wealth.

Congleton contains numerous heritage assets, both designated and non-designated including conservation areas, listed buildings, locally listed buildings and structures,

scheduled Monuments, registered parks and gardens and archaeological sites. (See appendix 7 for a full list)

These heritage assets help to define the Town's character and portray much of its history. They are irreplaceable and therefore need to be conserved. Designated heritage assets in the Town are already afforded protection through the national system of heritage preservation. However, there are numerous non-designated heritage assets in Congleton without such protection which are potentially at risk from development threats. The Neighbourhood plan seeks to protect both designated and non-designated heritage assets in Congleton. It is important that non-designated assets are accounted for as their value to the community is often as much or sometimes more than those which are designated.

HE3 Conservation Areas

Planning applications within the Town's Conservation Areas must demonstrate that they aim to protect and enhance the defining characteristics of these areas, subject to other policies of the development plan.

All new development within the Town's Conservation Areas should comply with the following design principles where relevant:

- New development should respect its context in terms of scale, height and massing
- Facades should normally conform to the original building line
- Materials should blend with or compliment the materials used commonly in the Town, local brick and stone, Welsh Slate or clay tiles. (check)
- Roofs will normally be pitched
- Doors and windows should be made from timber and painted.

Extensions and major alterations to existing buildings within the Town's Conservation Areas should:

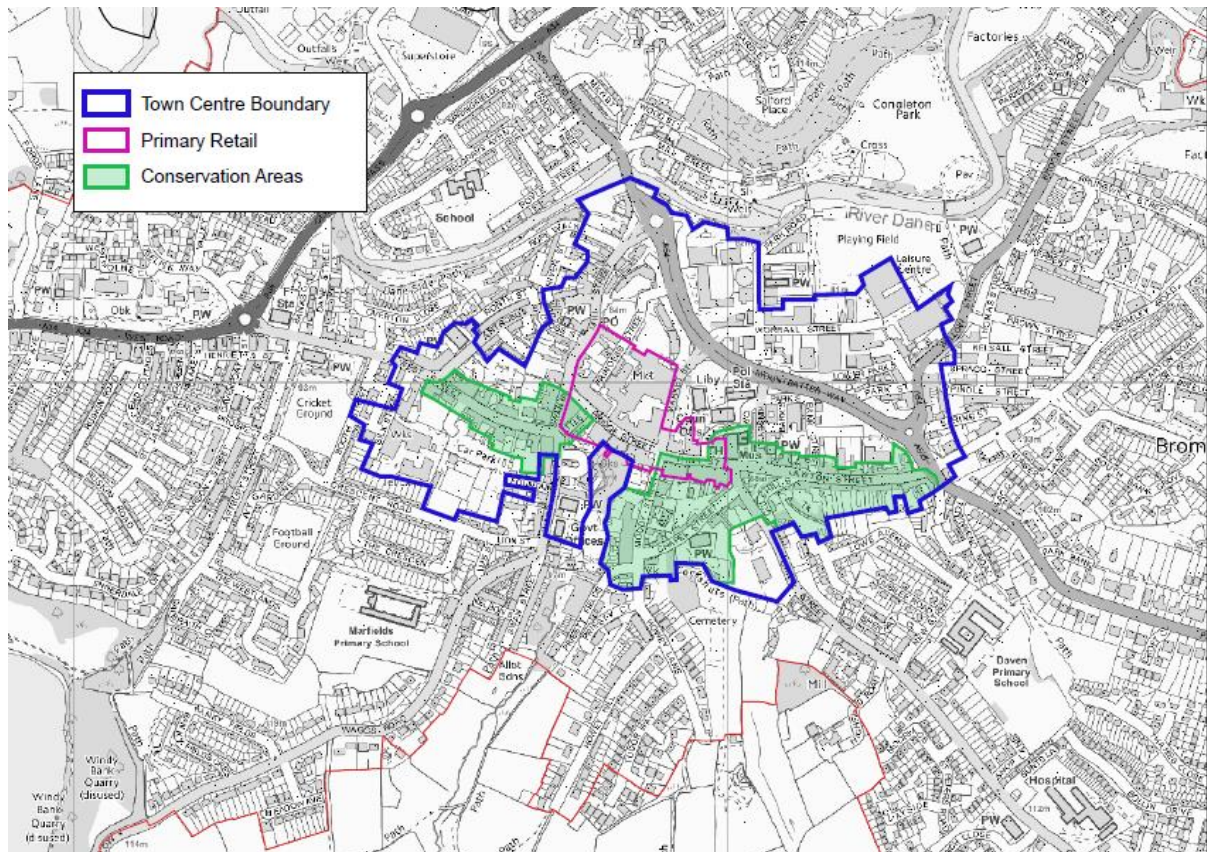
- Achieve a high standard of design
- Respect the height, bulk and general form of the original building
- Be secondary in character to the original building
- Roofs will normally be pitched and covered in Welsh Slate or clay tiles
- Chimneys should be provided where appropriate
- Details of matching materials must be specified
- External joinery details should match existing.

Justification

Congleton contains four conservation areas, some of which adjoin, and which are shown on the map on page 38. It is likely that a high number of developments in the town will take place inside, adjacent to or have some impact on a Conservation Area. The community highly values these areas of the town and has called for measures to protect and enhance these areas more effectively.

This policy seeks to achieve this through setting out general design principles which all new development and householder extensions should comply. This policy is based on the criteria for development within each conservation area appraisal.

MAP 5: Congleton Town Centre and Conservation Areas



Conservation Areas and Town Centre Boundary

HE4 Re-use of Historic Buildings

Planning applications which propose the re-use of historic buildings (designated and non-designated) will be supported where they contribute to their long-term use and safeguard the significance of the heritage asset for the public benefit and meet the following criteria:

- That the external alterations are minimal and do not significantly alter the appearance of the building
- The internal fabric of the building should be preserved where possible
- High quality materials, fixtures and fittings will be used
- The setting around the historic building is respected and preserved wherever possible using a carefully considered hard and soft landscape scheme.

They conform to the guidance set out within the Conservation Area Character Assessment, the Cheshire East Design Guide and Policy SE7 of the Local Plan.

Justification

It is important that historic buildings do not fall into disrepair and become neglected, as their value to the community can diminish. Congleton contains several historic buildings, some of which are in urgent need of repair and management. There is local support for the reuse of the existing historic building stock, bringing run-down and disused buildings back into use, for the long-term future needs of the town.

The re-use of historic buildings can also act as a catalyst for the wider regeneration of an area, inspiring new development opportunities, improving an areas 'sense of place' and minimising waste through its re-use.

The NPPF sets out positive strategies to conserve the historic environment including those heritage assets considered to be most at risk due to neglect, decay, or other threats. This policy supports the re-use of those buildings most at risk.

Design

D1 Local Distinctiveness

All new development should, where appropriate, protect and enhance the elements which make up Congleton's unique character including the local townscape and historic setting. Planning applications should demonstrate how they have responded to local townscape and landscape character.

All new development should seek to deliver high design quality through meeting the following principles, where relevant:

- Reinforce character and identity through locally distinctive design and architecture
- Establish a gateway to the site and, where appropriate, to the Town itself
- Establish a clear hierarchy of streets and spaces including pedestrian priority routes integrating with existing footpaths
- Deliver a scale, mass, and density commensurate with the surrounding townscape
- Establish a sensitive transition with the wider landscape where a new settlement edge is created
- Use sustainable drainage systems and water management through water catchments and green spaces to avoid increasing surface water run-off
- Where relevant planning applications should demonstrate how they have addressed these criteria using masterplans, design codes and design briefs for specific sites.

Justification

This policy sets out the importance for new development to be designed with the character of Congleton in mind. It will protect and enhance the elements that make up Congleton's character including the townscape and historic setting. Planning applications should demonstrate how they have responded to local townscape and landscape character.

This policy sets out the principles which all new development should consider, to attain high standards of design. These include bespoke designs for specific sites, well designed streets and spaces that encourage walking and cycling, an appropriate scale of development,

careful consideration of the impact of a scheme on the wider townscape and innovative management of household and surface water.

D2 Backland and Tandem Development

Proposals for tandem or backland development will only be permitted where they:

- Demonstrate a satisfactory means of access to an existing public highway that has an appropriate relationship with existing residential properties
- Do not have unacceptable consequences for the amenity of the residents of existing or proposed properties
- Are equal or subordinate in scale to surrounding buildings, particularly those fronting the highway
- Are sympathetic to the character and appearance of the surrounding area through form, layout, boundary treatment and other characteristics of the area.

Justification

Backland and tandem development can, if not designed sympathetically, cause serious amenity and overlooking issues, especially in a built-up area of a town like Congleton. Small sites do come forward for redevelopment and care should be taken having regard to all the design policies in the Neighbourhood Plan to ensure that any development approved will be acceptable.

Housing

Aspiration 10 Housing

The Town Council will work with Cheshire East Council and local housing groups, developers, landowners and organisations to deliver the mix of housing that meets the objectively assessed Identified Local Housing Need for Congleton on a range of sites across the town.

H1 Housing Mix

Planning applications for new residential development or for residential development on previously developed sites should primarily seek to deliver the following types of market housing (including those for private rental):

- 2/3 bedroomed family housing with off-road parking and gardens and lower cost 2/3-bedroom terraced houses suitable for downsizing and starter homes
- 2/3 bedroomed bungalows for sale or rent for older people or those with reduced mobility, which are designed for the specific needs of those occupants
- Market, shared ownership and rented independent living accommodation and sheltered bungalows for the elderly. the supply of nursing and care home places will be monitored closely against indicators of demand and the position will be subject to an assessment at the first review of this plan in the light of the recent development of a large new care home off Priestly Fields close to the town centre.
- Social rented apartment developments providing 1 and 2 bedroomed units within the town centre as part of a mixed development or adjacent to sustainable transport

routes/interchanges will also be considered acceptable. Care or nursing homes (Use Class C2) are also supported in these locations subject to meeting either an identified need or shortfall in supply.

In all cases Affordable Housing should be in accordance with the policies in the Local Plan delivering both shared ownership and social rented homes, with physical provision preferred over contributions. The Neighbourhood Plan supports rented accommodation provided by a Registered Provider.

Local estate agents confirm that there is very limited demand (local or otherwise) for large detached executive homes of more than 4 bedrooms on housing estates and that the great majority of 4 bedroomed detached estate homes are being sold to regional car-borne commuter purchasers, which contributes towards an unsustainable pattern of development. Larger house types, including family and executive homes of 4 bedrooms and over will therefore be acceptable only where they form part of a wider mix as part of the development of sites within the plan area, or where they are justified to meet a localised and up-to-date specific housing need and demand.

Planning applications should demonstrate how they will deliver a housing mix which responds to the sites' specific location, context and character through appropriate densities and landscape treatment, especially where creating a new urban edge or, in the conservation areas, in accordance with Policy D1 Local Distinctiveness.

Justification

The Cheshire East Strategic Housing Market Assessment from 2016 identifies the need for new housing which meets the needs of smaller families, single people and the elderly. This in part is justified when looking at the demographic changes that are apparent within the Town, including an ageing population and a growth of families with older children and those typically in the age bracket as a 'first time buyer'. This is reflected by the consultation feedback and the survey interviews with local Estate Agents. (See appendix 8)

As a result, the Neighbourhood Plan focusses housing on certain types of development, expected to be delivered as part of any planning application for new homes within the plan area. Some flexibility has been given to introduce other types of housing to ensure that there is a broader mix, but this will need to be appropriately evidenced. This allows the Neighbourhood plan to respond to changes in the demand and market over coming years, with the assumption that this policy should always be the starting point. Care should be taken to ensure that the housing mix proposed is complementary to its neighbours, both in type and scale of housing provided.

The policy also introduces the test for planning applications, that the mix should consider the density, layout or landscaping to be delivered and ensure that, at least in part, decisions on mix reflect the circumstances of the site in question. The smaller lower cost unit types prioritised by this policy are often delivered as high density very urban developments which may be inappropriate in some locations. For example, when creating an urban edge, house types may include some larger units with gardens, or bungalows to offer a softer and more appropriate landscape edge.

This policy also reflects the recent guidance published by Cheshire East in its Draft Housing Supplementary Planning Document. (see Appendix 9)

H2 Previously Developed and Infill Development

Planning applications for new residential development on previously developed land within the urban area of the town (including the redevelopment of large plots) which deliver the types of housing mix set out in Policy H1 will be supported where they are able to meet the following relevant criteria:

- Ensuring that the proposed scheme has a plot ratio, density, scale and height which is commensurate with the surrounding townscape
- The preservation of all mature vegetation, including trees, hedgerows and, where appropriate, woody shrubs, especially where these are part of the street scene or are part of a visually prominent boundary
- Providing appropriate on-site car parking (in accordance with policy T2) and servicing, including bin storage and refuse collection, which does not dominate the street scene

The construction of infill properties as part of side gardens will be supported where the new property is of a similar scale, mass, and design to the existing dwelling or is of exceptional and design quality. It should avoid the appearance of 'terracing' to adjacent properties unless this is part of the local character. The infill site should have a dedicated separate vehicle access point which provides appropriate parking in accordance with policy T2.

Justification

A proportion of new dwellings in Congleton will be delivered on infill sites or by the redevelopment of previously developed land in the urban area. Infill development is defined in the Local Plan Strategy as being the development of a relatively small gap between existing buildings. Development can also occur on larger plots within the Town where 2 or 3 dwellings are constructed in place of the original single large house. Such development can have a significant impact upon the character and appearance of an area and the main approaches to the Town.

In principle the efficient use of land within Congleton to deliver smaller homes and some apartments will help address the identified housing needs, but this should not be at the expense of the quality of the environment. In many cases insufficient parking and poor consideration of design details such as bin storage and servicing have undermined the quality of the surrounding built character. This policy adds to the policies in the Local Plan and should be read alongside them to provide a comprehensive approach to brownfield and infill development in the Town.

Larger sites will be expected to deliver contributions to affordable housing, open space and community infrastructure in line with policies in the Local plan and elsewhere in this Neighbourhood Plan.

H3 Residential Extensions and Conversions

Extensions and Sub-Divisions

Planning applications, including householder planning applications out with the scope of permitted development, which propose the extension or subdivision of an existing residential property will be supported where they can demonstrate that they meet the following criteria:

- Any extension or alteration remains subservient to the original dwelling when visible from roads and public rights of way
- Any extension or alteration reflects the local vernacular in terms of materials used in both built form and the landscape
- Appropriate parking and servicing, including cycle parking and bin storage, is provided (or retained) and maintains clear and appropriate boundaries which do not dominate the street scene
- That the development does not reduce the availability of single storey accommodation (bungalows) through the adding of an additional storey(s).

Conversions

Where planning permission is required for the conversion of a non-residential building to residential use, this will be supported where it meets the following criteria:

- The development does not adversely affect the surrounding townscape or landscape character and makes careful use of the materials and consideration of the character of the proposed buildings and landscape design [
- Any extension or alteration to the building is in proportion to the original building and respects local townscape and landscape patterns, including but not limited to boundary features and building lines
- Appropriate parking and servicing are delivered, in accordance with other development plan policies, which do not dominate the street scene

Justification

Smaller scale developments make an important contribution to offering housing choice, allowing local residents to meet changing needs and bringing disused buildings back into economic use. Both the Local plan and the NPPF support these types of development although it is important that they are undertaken both sensibly and sensitively to protect local character and amenity. This policy deals with the two principle types of housing development.

Extensions and subdivisions are common types of development and often involve significant increases in the size of the original building and the accommodation provided on the site. The criteria set out in the policy are to ensure that any alterations or extensions protect the visual amenity and character of an area by requiring extensions to be subservient and built to reflect local materials and design. In addition, schemes should provide appropriate access, parking and servicing commensurate with the scale of the development proposed. For example, an increase in the number of bedrooms or the subdivision of a unit may

increase parking demand; this should be considered in determining applications where extra cars may spill over into surrounding streets.

The loss of single storey homes is specifically mentioned, as householder planning applications often focus on creating two-storey houses from bungalows. There is an identified demand within the community for bungalows and developers have not been building bungalows in recent years. This loss is seen as an important issue for the Neighbourhood plan to address.

Conversion of buildings to residential use is often permitted development; however, in conservation areas or adjacent to listed buildings this is not always the case. Therefore, it is important that the Neighbourhood plan considers the policy approach to such development particularly its likely impact upon townscape character and residential amenity.

H4 Living in the Town Centre

Within Congleton Town Centre applications for new residential development will be supported where they reuse redundant upper storeys of retail and commercial premises or as part of new small-scale apartment buildings in accordance with Policy H1 Housing Mix.

All development proposals that required planning permission must provide appropriate car parking, servicing and bin storage in accordance with policy T2 - parking - of the neighbourhood plan.

Where development will erode or impinge on green spaces or public realm without appropriate mitigation or replacement it will be resisted.

Justification

Creating a vibrant Congleton Town centre which includes a wide range of uses and activities is an important aspiration of the Neighbourhood Plan. Housing can make an important contribution to this mix, provided it does not undermine the traditional uses of the town centre for retail, commercial and leisure although the policy recognises that town centres are changing and policy needs to respond. This approach is designed to ensure the vitality and vibrancy of Congleton Town centre is retained in line with national policy.

This policy is designed to encourage the use of upper floors in the town centre for new residential accommodation. This does not mean that this is seen as preferable to traditional town centre uses, which are strongly supported in the plan, but that it may be acceptable as part of the mix. The loss of retail premises along the shopping streets should be avoided as this would lead to loss of vibrancy and activity within the town centre, but it may be acceptable in more peripheral areas where residential use might be seen as beneficial. Importantly, residential use increases demand for parking and servicing, including bin storage, and it is important to avoid this occurring in an unplanned and unmanaged manner. Where planning applications are unable to demonstrate how they accommodate bin storage or parking satisfactorily then it is unlikely that such proposals will be acceptable under this policy. The policy also ensures that all the green spaces in the town centre are safeguarded and protected in accordance with other policies in this plan.

Appendices

1. [Congleton Town Council Business Plan](#)
2. [Havannah Weir project](#)
3. [Cheshire East Environment Strategy 2020-2024](#)
4. Character Assessment reports 1 & 2
5. [Cheshire East Biodiversity net gains Supplementary Planning Document](#)
6. [Local Green Space assessment](#)
7. [List of Listed Buildings Monuments, Parks and Gardens etc referred to in Policy HE2](#)
8. [Cheshire East Housing SPD](#)
9. [Protecting and Enhancing Congleton's Natural Wildlife - Cheshire Wildlife Trust](#)

List of Plans

1. Plan of the Designated Area
2. Blue and green corridors
3. Wildlife Corridors
4. Areas of Biodiversity
5. Local Green Spaces
6. Conservation areas

Glossary of Terms

– to be completed once the document is finalised.

(we can probably copy across the previous Glossary and then cross check against this revised document)