

# Cheshire East Local Plan

## Infrastructure Delivery Plan Update

July 2016

# Cheshire East Local Plan

## Infrastructure Delivery Plan

### Update

Spatial Planning  
Westfields  
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# 1. Introduction

- 1.1 Cheshire East Council has been preparing the strategic part of its Local Plan. Previously known as the Core Strategy the document is now known as the Local Plan Strategy; the Submission version was published in May 2014 and submitted for examination in May 2014 following the six week representation period. The examination process was suspended in December 2014 after the Inspector found some shortcomings with the Local Plan Strategy. Following the preparation of further evidence the examination was resumed in August 2015 and further hearings were held in October 2015. Following receipt of the Inspector's further interim views in December 2015 the Council decided to continue to pursue the Local Plan Strategy with proposed amendments.
- 1.2 The Local Plan Strategy sets out the Vision, Strategic Priorities, spatial strategy and policies for the development of the Borough for the period up to 2030. As part of the Local Plan Strategy the Council must identify what infrastructure of strategic significance is needed to support the scale of development proposed and how such infrastructure can be provided. Infrastructure of strategic significance is defined as that which is over and above the normal provision that is part and parcel of developing a site.
- 1.3 The information collated from infrastructure providers has been brought together in this document; the Infrastructure Delivery Plan. This Plan outlines in broad terms; what infrastructure is needed taking into account the level and location of development growth envisaged in the Local Plan Strategy; when the infrastructure is required; who is responsible for providing it; about how much it will cost (presented as one-off capital provision costs); and how it could be funded. Any shortfalls in currently identified funding are also shown. The document builds on the work contained in the Local Infrastructure Plan: Baseline Report<sup>1</sup> produced by the Council in 2011.
- 1.4 The Infrastructure Delivery Plan is a supporting document for the Local Plan Strategy. This updated version of the Infrastructure Delivery Plan covers the period from 2015 to 2030 and takes account of the revised development site proposals produced for public consultation in Spring 2016. However, its content will continue to be monitored and periodically reviewed to assist in the delivery of the identified infrastructure.

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[http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/research\\_and\\_evidence/infrastructure\\_study.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/infrastructure_study.aspx)

## Background

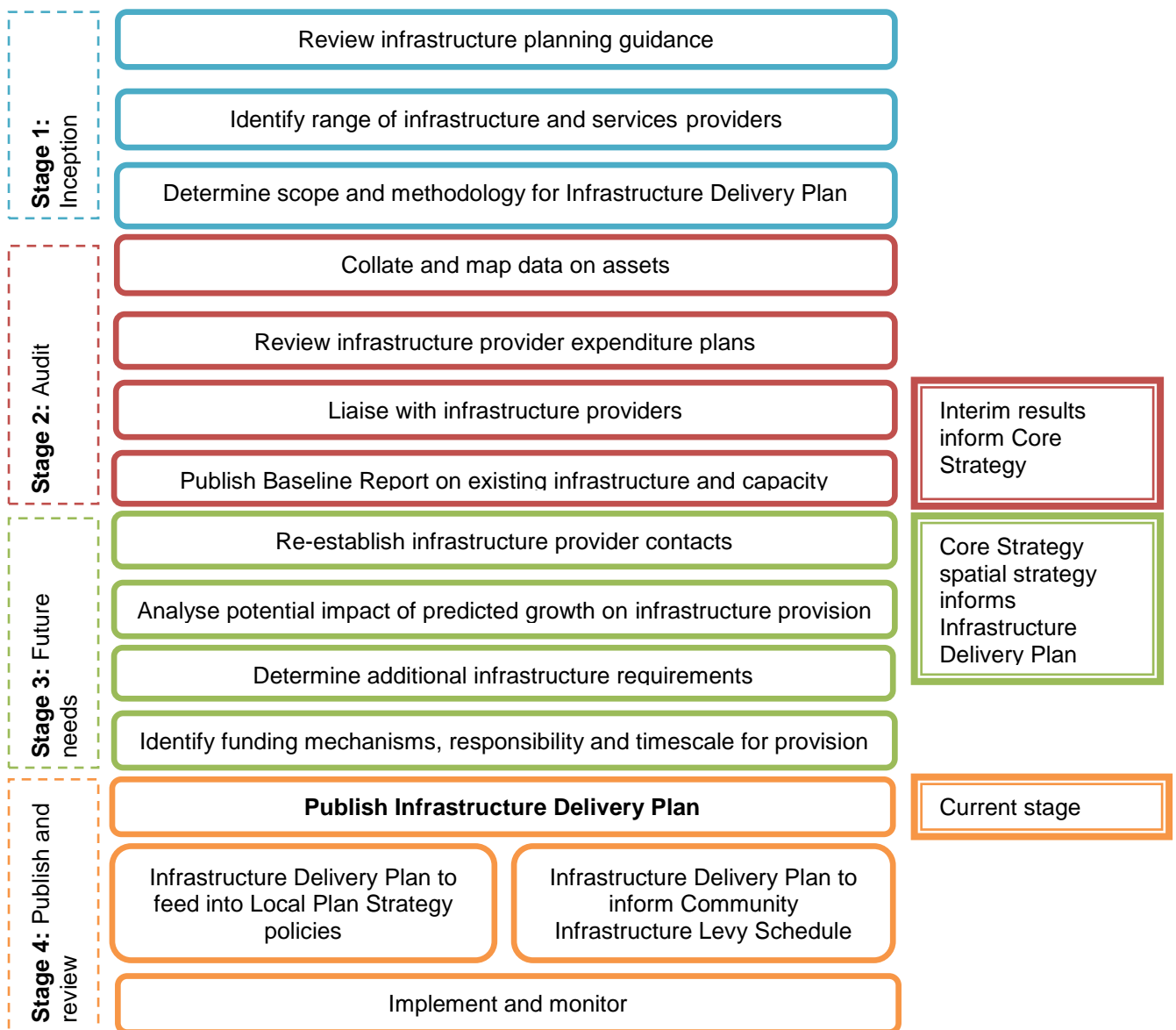
- 1.5 Infrastructure can be defined as the range of services and facilities needed for the proper functioning of local communities. Such services and facilities include: physical assets such as roads, power lines and sewerage systems; community services such as primary health care and education; and environmental assets such as public open spaces. Infrastructure planning is a process by which shortages in the provision of local services can be identified and addressed.
- 1.6 The Baseline Report considered the capacity of the existing infrastructure as of 2011. This Infrastructure Delivery Plan takes account of the updated capacity position as of late 2015 and sets out what additional infrastructure is required to help enable delivery of the development proposals in the Local Plan Strategy. In doing so account is also taken of envisaged future changes in the provision of public services and the need to protect the environment and respond to climate change.
- 1.7 Increasing emphasis has been placed by the Government on the importance of infrastructure planning. The National Planning Policy Framework (NPPF) requires infrastructure planning to be undertaken as a fundamental part of delivering Local Plans. Paragraph 162 states:

'Local Planning Authorities should work with other authorities and providers to: assess the quality and capacity of infrastructure for transport, water supply, wastewater and its treatment, energy (including heat), telecommunications, utilities, waste, health, social care, education, flood risk and coastal change management, and its ability to meet forecast demands; and take account of the need for strategic infrastructure including nationally significant infrastructure within their areas.'
- 1.8 Planning for infrastructure is not a one-off process. The needs for infrastructure are constantly evolving and the means to deliver it changing. As such the Infrastructure Delivery Plan is a 'living' document and is subject to on-going revision to keep it up-to-date. Periodic progress with implementing this Plan will also be reviewed in the Council's Monitoring Report.

## 2. Methodology

### Overview of the Process

2.1 Figure 1 illustrates the overall process for infrastructure planning in Cheshire East. The first stage entailed a review of the available guidance on infrastructure planning, which enabled the Council to determine the scope of the Infrastructure Delivery Plan, consider how best to undertake the project, and identify the key stakeholders that would need to be involved in the process.



**Figure 1: Infrastructure Planning Process**

2.3 The second stage was to review the existing extent and capacity of infrastructure currently serving the area. This has been achieved by: collating and mapping existing available data on infrastructure assets and facilities in

Cheshire East; reviewing the expenditure and capital programmes of the providers to understand current priorities and shortages; and liaising with providers to make sure any further issues are considered at an early stage.

- 2.4 The Local Infrastructure Plan Baseline Report (2011) identified certain capacity issues, which can be seen in Table 7 appended to this Plan; however that was a snapshot in time and did not take account of future requirements.
- 2.5 The third stage of the process, recorded in this document, was to look at essential items of infrastructure applicable at the strategic level to deliver growth put forward in the Local Plan Strategy. These requirements, including consideration of funding arrangements, timescales and responsibilities for delivery, were assessed in collaboration with service providers, culminating in the Infrastructure Delivery Schedules reproduced in this document in Section 6. This stage has been repeated for this revised edition of the Infrastructure Delivery Plan.
- 2.6 Proposals in the Infrastructure Delivery Schedules will not only support the delivery of the Local Plan Strategy but will also provide the basis for future justification for implementation of the Community Infrastructure Levy (see Section 3).

## **Structure of the Infrastructure Delivery Plan**

- 2.7 For the purpose of this Plan, infrastructure is understood to be those services and facilities that are required to help enable delivery of development, as proposed in the Local Plan Strategy. Table 1 sets out the specific types of infrastructure more directly related to development generated requirements that are included in this Plan. This is a more focussed list of infrastructure than that covered in the Local Infrastructure Plan: Baseline Report.

<b>Category</b>	<b>Type</b>	<b>Explanation</b>
Physical	Transport	Roads and other transport facilities
	Energy	Electricity and gas suppliers
	Water	Water supply and wastewater treatment, flood risk management
	ICT/digital	Broadband/wireless
Social	Education	Primary and secondary schools
	Health	Primary care (General Practitioners and associated clinics)
	Community facilities	Libraries, cemeteries and crematoria
	Recreation and sporting facilities	Indoor sports facilities and sports pitches
Green	Open spaces	Allotments and amenity open space

**Table 1: Infrastructure Delivery Plan Infrastructure Types**



## 3. Community Infrastructure Levy

### About the Levy

- 3.1 Powers to locally implement the Community Infrastructure Levy (CIL) were included in the Planning Act 2008, and the CIL Regulations were first published in 2010. The CIL is an optional planning charge that Local Authorities are empowered to levy on new developments, with the funds received used to help deliver necessary infrastructure. It is largely replacing developer contributions secured through planning obligations applied to planning permissions under Section 106 of the Planning Act 1990. The Levy needs to be set at a rate that enables developments to remain financially viable. The levels of charges set are related to the type and scale of development proposed, and the cost of delivering the identified infrastructure requirements. The Levy can be used to raise money to pay for all or part of a wide range of infrastructure projects, as noted in the Department for Communities and Local Government guidance.<sup>2</sup>

‘The Planning Act 2008 provides a wide definition of the infrastructure that can be funded by CIL, including transport, flood defences, schools, hospitals, and other health and social care facilities. This definition allows CIL to be used to fund a very broad range of facilities such as play areas, parks and green spaces, cultural and sports facilities, district heating schemes and police stations and other community safety facilities. This gives local communities flexibility to choose what infrastructure they need to deliver their development plan.’

- 3.2 Cheshire East Council intends to introduce CIL. In order to implement the Levy the Council will need to prepare a Charging Schedule that will be subject to consultation and formal examination. The Council will specify categories of infrastructure and specific projects on which the Levy will be spent.

### CIL and the Infrastructure Delivery Plan

- 3.3 As previously noted, the level at which CIL is set must be based on assessments of economic viability of different types of development in the Borough and the cost of identified infrastructure requirements for this development. This Infrastructure Delivery Plan is the source document through which future infrastructure needs and proposals for investment in Cheshire East will be identified.

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<sup>2</sup> CLG (2010) Community Infrastructure Levy: An Overview, paragraph 13

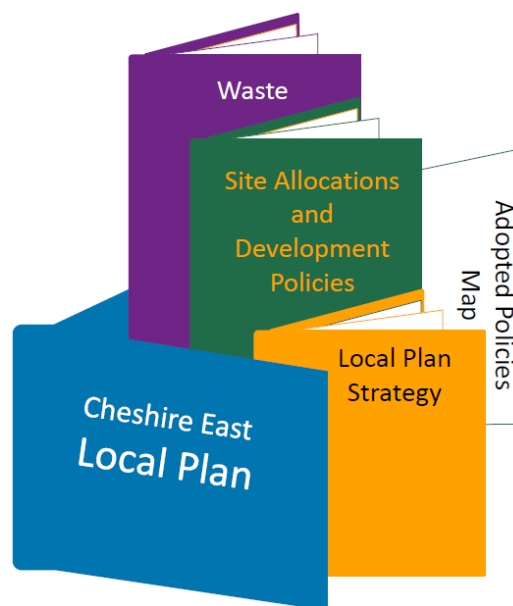
## 4. Cheshire East Local Plan

4.1 The Local Plan, when it is fully adopted, will be the Development Plan for Cheshire East (replacing earlier Plans prepared by the former Districts and the County Council), and its policies will form the basis for planning decisions in the Borough. The Local Plan will cover a range of matters including:

- How much employment land is needed and where it should be provided;
- Protecting and improving important open areas and providing new ones;
- How many new homes will be required and where they should be located;
- Providing new transport infrastructure including roads, cycle routes and footpaths; and
- How town centres and community facilities in the Borough could be improved.

4.2 The Local Plan for Cheshire East will consist of three key documents. These are:

- The Local Plan Strategy, which sets out the Vision, Strategic Priorities, spatial strategy and strategic policies for the development of Cheshire East for the period up to 2030. It will be used by everyone who wants to see how the Borough will change and establish what new development is expected over the next 15 years. The document also identifies the Local Plan Strategy Sites and Strategic Locations that will accommodate most of the development intended. It is the Local Plan Strategy proposals, these being of a strategic nature, which have informed the Infrastructure Delivery Plan.
- The Local Plan Site Allocations and Development Policies development plan document, which will allocate the remaining sites proposed for future development and provide detailed policies to be used when considering planning applications for new development across the Borough.
- The Waste development plan document, which will set out policies for dealing with waste and identify specific sites for waste management facilities.



**Figure 2: Content of the Local Plan**

4.3 The Local Plan will be supported by a Adopted Policies Map, which will:

- Define development sites and Green Belt boundaries;
- Identify settlement boundaries;
- Show where different types of development will be permitted;
- Display environmental and heritage designations; and
- Show where policies will apply across the area.

4.4 Further components of the statutory Development Plan are adopted Neighbourhood Plans. These are produced by town and parish councils or specifically created neighbourhood forums in non-parished areas.

## Development Distribution

4.5 Cheshire East is envisaged as an area for significant growth over the Plan period (2010 to 2030). The top priority for Cheshire East Council is to increase the Borough's prosperity in a way that is cohesive and sustainable. The Cheshire East Local Plan is therefore vital in driving and supporting the provision of new jobs in the Borough and the infrastructure and housing that are needed to support those jobs. Through the Local Plan, principally the Local Plan Strategy part, the Council has to make sure that there is sufficient land allocated for employment, retail, leisure and other commercial developments to make sure that jobs led growth is delivered.

4.6 Therefore provision will be made over the Plan period 2010 to 2030 for a minimum of 380ha of land for business, general industrial and storage and distribution uses, to support growth of the local economy. Sufficient land will also be provided to accommodate at least 36,000 homes,.

4.7 Some of the sites being put forward may not be fully developed in the Plan period; some land is safeguarded for possible development after the Plan period.

4.8 The overall pattern of development is constrained by the broad extent of the Green Belt, although some changes to the Green Belt boundaries around settlements are necessary to allow for some sustainably located new development in places where the need is arising. Notwithstanding this, most of the development will be concentrated in the Principal Towns of Crewe and Macclesfield and the Key Service Centres. Table 2 shows the proposed revised distribution of development to achieve an appropriate balance in relation to location and the hierarchy of settlements.

Settlement		Amount over the Plan period	
		Housing <sup>3</sup>	Employment (ha)
Principal Town	Crewe	7,700	65
	Macclesfield	4,250	20
Key Service Centre	Alsager	2,000	40
	Congleton	4,150	24
	Handforth <sup>4</sup>	2,200	22
	Knutsford	950	15
	Middlewich	1,950	75
	Nantwich	2,050	3
	Poynton	650	10
	Sandbach	2,750	20
	Wilmslow	900	10
Other			
	Employment Improvement Area <sup>5</sup>	N/A	61
	Local Service Centres <sup>6</sup>	3,500	7
	Rural	2,950	8
<b>Total</b>		<b>36,000</b>	<b>380</b>

**Table 2: Development Distribution by Settlement**

<sup>3</sup> Rounded

<sup>4</sup> Including North Cheshire Growth Village

<sup>5</sup> Wardle

<sup>6</sup> Alderley Edge, Audlum, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury

- 4.10 Of the overall 36,000 new homes needed in the 20 year Plan period about 4800 of these have been already built and about 19,100 are proposed on the sites and locations identified in the Local Plan Strategy. The Local Plan Strategy identifies sufficient employment sites to provide some 315ha of the 380ha of land needed for employment uses (B1, B2 and B8)<sup>7</sup>. The remaining employment land being made of completions, commitments and future provision in the Site Allocations and Development Policies DPD.
- 4.11 Most of the sites proposed are greenfield sites, but there are some brownfield opportunities envisaged in the town centres of Crewe and Macclesfield as well as sites located in Alsager, Middlewich, Nantwich and Alderley Park.

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<sup>7</sup> B1 is business, B2 is general industrial and B8 is storage and distribution uses

## 5. Policy Review

- 5.1 This section of the report summarises the main policy framework that influences the process of infrastructure planning in Cheshire East and updates the information in the Local Infrastructure Plan: Baseline Report.

### National Context

#### Communities and Local Government (2012) National Planning Policy Framework

- 5.2 In March 2012 the Government published the National Planning Policy Framework; the framework simplifies existing guidance, and continues to promote the delivery of sustainable development. The framework retains the focus on infrastructure planning, requiring Local Planning Authorities to work with other key stakeholders to assess the quality and capacity of transport, water, energy, telecommunications, utilities, health, social care, waste and flood defence infrastructure and its ability to meet forecast demands. The framework also requires Authorities to take account of the need for nationally significant infrastructure in their areas.

#### Nationally Significant Infrastructure

- 5.3 Nationally Significant Infrastructure Projects (NSIPs) are usually large scale developments such as new harbours, power generating stations (including wind farms), and electricity transmission lines, which require a type of approval known as ‘development consent’ under procedures governed by the [Planning Act 2008](http://www.legislation.gov.uk/ukpga/2008/29/contents)<sup>8</sup> (and amended by the Localism Act 2011). The 2008 Act sets out thresholds, above which certain types of infrastructure development are considered to be nationally significant and require development consent. The 2015 Energy bill includes proposals to increase the development consent size threshold for on-shore wind schemes.
- 5.4 In England, the Planning Inspectorate examines applications for development consent from the energy, transport, waste, waste water and water sectors.
- 5.5 One project in Cheshire East, the A556 Knutsford to Bowdon Scheme, has been considered under the NSIP process. The project incorporates the construction of a new section of highway and improvements to the existing A556 trunk road between the M6 Junction 19 near Knutsford and the M56 Junction 7 near Bowdon, Greater Manchester, and includes improvements to the M6 southbound carriageway between the M6 Junction 19 and Knutsford Services.

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<sup>8</sup> <http://www.legislation.gov.uk/ukpga/2008/29/contents>

5.6 The scheme was granted consent and is now under construction.

### **National Policy Statements**

5.7 National Policy Statements (NPSs) are produced by Government. They give reasons for the policy set out in the Statement, and must include an explanation of how the policy takes account of Government policy relating to the mitigation of, and adaptation to, climate change. They include the Government's objectives for the development of nationally significant infrastructure in a particular sector and policies or circumstances that Ministers consider should be taken into account in decisions on infrastructure development.

5.8 There are 12 designated or proposed National Policy Statements, setting out Government policy on different types of national infrastructure development including energy, transport, water, wastewater and waste.

### **Planning Advisory Service - Infrastructure Planning and Delivery**

5.9 The Planning Advisory Service has published comprehensive guidance notes to assist Authorities seeking to prepare an Infrastructure Plan. The Infrastructure Delivery Plan is to be seen as a collaborative effort between Local Authorities and infrastructure providers. Guidance notes reinforce the need for comprehensive audits of existing infrastructure provision, assessment of future needs having regard to established standards of provision, viability testing, and sustainability appraisal of proposals in the Infrastructure Delivery Plan (including through the Local Plan process).

### **HM Treasury (2015) Spending Review**

5.10 The Spending Review sets out how the Government will reduce the national deficit by controlling public sector spending for the duration of the current parliament. Some Government departments (including Communities and Local Government, and Transport) will experience financial reductions but other service areas, such as health and education will receive increased budget allocations. It is not possible to assess precisely the implications of the Spending Review on infrastructure projects planned for Cheshire East; however periodic infrastructure-specific financial allocations were made available by the previous Government and successful bids were made to help fund local capital projects.

## HM Treasury National Infrastructure Plan

5.11 The National Infrastructure Plan, first published in 2010 and updated yearly, began the process of providing clarity and visibility on the investment needed in infrastructure. The latest update of the National Infrastructure Plan was published in July 2015 and sets out the Government's long term plan to make sure that it can deliver the investment required to meet the UK's infrastructure needs to 2020 and beyond. The Government's infrastructure strategy is based around providing the infrastructure that it believes the country needs now and in the future in order to:

- Meet current demand through the renewal of existing infrastructure
- Meet future demand
- Grow a global economy
- Address climate change and energy security

5.12 The July 2015 update report refers to a number of new schemes across the country that had recently started construction. These include the A6 to Manchester Airport Relief Road which skirts the northern boundary of Cheshire East. The total number of projects and programmes in the North West referred to the report was 76, higher than any other region.

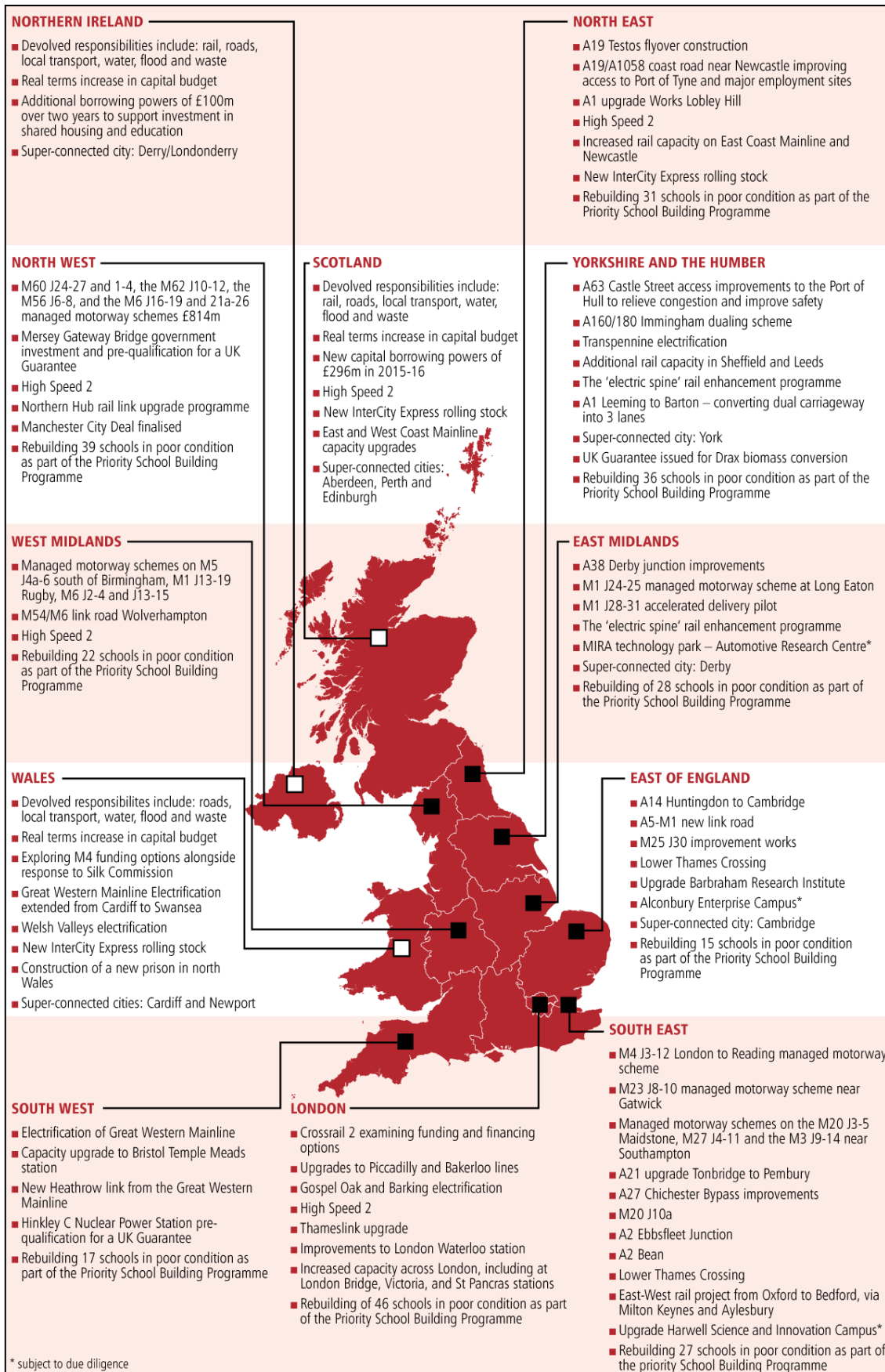
### **Publically funded infrastructure investment**

5.13 The Government will fund a pipeline of specific projects worth over £100 billion nationally over this parliament. These include:

- Investment in roads
- Building High Speed 2
- Increasing science capital funding
- Extending superfast broadband investment
- Investing in flood management

5.14 Figure 3 illustrates the UK's long term capital investment projects and includes several in the North West. Likely to be added to these is the High Speed 3 railway scheme linking cities in the north of England and is part of the Northern Powerhouse initiative.





**Figure 3: Long Term Capital Investment Projects**

## Sub-Regional Context

### Cheshire and Warrington Local Enterprise Partnership (2013) Building on Success - Accelerating Economic Growth in Cheshire and Warrington. Business Plan 2013-2015

5.15 Local Enterprise Partnerships (LEPs) are partnerships between Local Authorities and businesses who decide what the priorities should be for investment in roads, buildings and facilities in the area. The LEP covering Cheshire East is the Cheshire and Warrington LEP.

5.16 The LEP's vision is:

'To make Cheshire and Warrington the best performing economy outside of the Greater South East, providing an increased net financial contribution to UK plc, less reliance on public expenditure and making sure that all of our people enjoy the best quality of life. Put simply, the best place to live, work and do business in the UK.'

5.17 By 2030 it aims to:

- Increase annual Gross Value Added by at least £11.1 billion to some £30 billion through accelerated growth of our existing businesses, inward investment and new start ups;
- Create at least 75,000 jobs with a key focus on manufacturing and exports, as key wealth creators; and
- Develop 70,000 new homes to meet the needs of our current and future population.

5.18 The Business Plan contains several transformational projects located in Cheshire East. These include maintaining Alderley Park as a global centre of research excellence and High Growth City, which is a longer-term plan for the super-growth of Crewe, delivered on the back of the announced key rail interchange on the new High Speed 2 route. High Growth City will initially focus on linking Crewe and Macclesfield by way of Congleton creating 'a corridor of opportunity'.

### Cheshire and Warrington Enterprise Commission (2010) Unleashing the Potential of Cheshire and Warrington – Sub- Regional Strategy

5.19 At the sub-regional level under the auspices of the Cheshire and Warrington Enterprise Commission, in partnership with Cheshire West and Chester and Warrington Councils, Cheshire East Council has signed up to an ambitious growth strategy for Cheshire and Warrington in the form of a strategy document entitled 'Unleashing the Potential'.

- 5.20 The overall aim for the sub-region is to achieve 'significant economic growth by accommodating significant increase in population, housing, jobs and GVA'. The potential is identified to increase yearly Gross Value Added for the sub-region by at least £10 billion to at least £30 billion by 2030, together with an increase in population by at least 100,000 people and 22,000 additional jobs during the same period.
- 5.21 In spatial terms, for Cheshire East the priorities are:
- 'Super-charged' growth for Crewe with the aim of significantly increasing its economic productivity - with about 25% growth in jobs and population;
  - To retain the focus on Macclesfield and north east Cheshire as the North West's most productive business and entrepreneurial area with targeted growth and collaboration with key employers; and
  - To reinforce the role of market towns and larger villages as important components of economic growth and also in providing attractive residential locations for managers, professionals and knowledge workers. There is particular potential for economic and quality housing growth in the 'Weaver Towns' including Middlewich. The town of Congleton also is identified as having growth potential.

### **Mersey Dee Alliance (2011) - The Green Infrastructure Framework for North East Wales, Cheshire and Wirral**

- 5.22 A partnership of Local Authorities and environmental agencies came together in 2010 to commission a framework looking at the planning and coordination of Green Infrastructure across North East Wales, Cheshire and Wirral; facilitated by the Mersey Dee Alliance (MDA).
- 5.23 The Framework considers the natural environments of Denbighshire, Flintshire, Wrexham, Cheshire West and Chester, Cheshire East and the Wirral. It sets out a vision of how a healthy natural environment can help sustain economic growth and thriving communities. A Green Infrastructure Action Plan for Crewe has now also been prepared as part of the Framework.
- 5.24 The Green Infrastructure Framework for North East Wales, Cheshire and Wirral provides a guide for Green Infrastructure planning, investment and delivery. It highlights where the existing Green Infrastructure assets are, locates the weaker areas and guides priorities for future investment. It has been produced to assist with, and guide actions for, the delivery of Green Infrastructure across North East Wales, Cheshire and Wirral as part of its long term sustainable development.

## **Local Context**

### **PACE (2010) Ambition for All - the Sustainable Community Strategy**

- 5.25 'Ambition for All', the Cheshire East Sustainable Community Strategy for the period 2010 to 2025, was approved on 22<sup>nd</sup> July 2010. The purpose of the

Strategy is to set out how, over the next 15 years, the Partnership for Action for Cheshire East (PACE) will seek to make sure that Cheshire East continues to prosper. The activities outlined in the Strategy are intended to improve the quality of life of all the people of Cheshire East and to contribute to the achievement of sustainable development through action to improve economic, social and environmental well-being across the area. The Strategy provides a high-level vision for Cheshire East centred around seven priorities for action, which are:

- Nurturing strong communities: including the delivery of services as locally as possible and ensuring that communities feel safe;
- Creating conditions for business growth: including making the most of our tourism, heritage and natural assets and ensuring there is a good range of available employment sites and premises in all parts of Cheshire East with good transport links to attract new and expanding businesses;
- Unlocking the potential of our towns: this focuses firstly on the regeneration of Crewe, including the redevelopment of the town centre and the provision of new homes and jobs, secondly on the revitalisation of Macclesfield, including improving the quality and choice of shops and services in the town centre and progressing the development of South Macclesfield and thirdly on retaining the vitality and viability of our market towns to make sure that they continue to deliver essential services, retail, leisure and employment opportunities;
- Supporting our children and young people: by improving the transition between education and work, providing support to families, and engaging younger people more effectively when developing new services;
- Ensuring a sustainable future: by providing affordable and appropriate housing to meet future needs, by promoting energy efficiency and the use of renewable energy, by ensuring that all major developments are located with good access to local amenities, cycle and walking routes, by developing a green infrastructure
- Plan to safeguard, manage and enhance our green assets, giving priority to the redevelopment of our vacant brownfield sites and by recognising the importance of mineral extraction to the local economy;
- Preparing for an increasingly older population: including the provision of an adequate supply of suitable extra care housing; and
- Driving out the causes of poor health: including investment in green infrastructure to encourage active and healthy lifestyle choices.

## Regeneration Strategies

### All Change for Crewe

5.26 Cheshire East has identified Crewe as its biggest spatial priority and is working in partnership to develop and implement an economic masterplan for the town. 'All Change for Crewe' sets out ambitious plans for Crewe's growth, seeking to make it a nationally significant economic centre by 2031 with a total population in excess of 100,000, a large skilled working age population, plus business density, start-ups and Gross Value Added per worker (GVA) rates

that match or exceed national levels. The aim is to increase GVA by 85% over 20 years, growing the economy by £850 million per year by 2031.

- 5.27 Strategic aims for Crewe focus on: improving the skills base of the town's residents and economic restructuring; increasing the town's connectivity (in terms of sustainable transport and broadband communications); redevelopment of the town centre and bringing forward strategic development sites at Basford; improving the town's 'liveability' (by tackling deprivation and improving public services); and improving the town's image.
- 5.28 A number of key projects have also been identified to start driving change in Crewe. These include:
- Crewe Railway Station redevelopment, whereby phase 1 is underway. This includes the provision of 240 extra car parking spaces, cycle stands, improved passenger access, drop-off and pick-up points (including taxi rank facilities) and disabled parking on Weston Road at the side of the Railway Station.
  - Vibrant town centre and regenerated corridor to the station
  - Development of Basford focusing on high knowledge/science base industry
  - Sustainable Urban Extensions generating housing growth
  - Next Generation Broadband linked to wider a Cheshire East initiative
  - Better school education
  - Major employer care programme linked to sub-regional delivery arrangements
  - 21st Century leaders and raising aspirations programme

### **Macclesfield Economic Masterplan**

5.29 An economic masterplan for Macclesfield was approved by Cheshire East Council's Cabinet in December 2010. The masterplan covers the redevelopment of the town centre with development partners, Wilson Bowden, and provides a strategy for the South Macclesfield Development Area. Key issues identified for the town centre include:

- It is under significant pressure from competing towns in the South Manchester belt.
  - It lacks a co-ordinated and significant leisure offer, particularly in relation to restaurants and cinemas.
  - The potential Wilson Bowden scheme is regarded as a positive opportunity and a full application was approved by Cheshire East Council on 6<sup>th</sup> September 2013.
- 5.30 The South Macclesfield Development Area has been allocated for employment development for a number of years with no significant developer interest. Issues with the site include the cost of infrastructure to open up the site and the costs in overcoming problems with the ground conditions. The preferred option for the area in the document is for a mixed development

comprising retail, leisure, housing and a new football stadium, alongside a new link road connecting Congleton Road and London Road.

## 6. Infrastructure Delivery Schedules

6.1 The Infrastructure Delivery Schedules are a key part of infrastructure planning work and are living documents that will be subject to monitoring and periodic review in line with key Local Plan and Community Infrastructure Levy stages. Over time new funding sources may be announced and eligibility rules may alter for existing sources. The costs of projects are also likely to vary as their readiness for implementation firms up. The Schedules include those pieces of infrastructure that have relevance in helping to proposed strategic development.

6.2 Table 3 provides an indication of which agencies play a lead or supporting role in providing the various types of infrastructure.

Infrastructure Type	Cheshire East Council		Other Agencies	
	Lead Role	Supporting Role	Lead Role	Supporting Role
Transport – Strategic Highways		✓	Highways England	
Transport – Air		✓	Manchester Airport PLC	Civil Aviation Authority Manchester City Council
Transport – Local Highways	✓			
Transport – Rail Facilities		✓	Network Rail	Train operating companies, The Office of Rail and Road
Transport – Bus Facilities	✓			Bus Operators Adjoining Transport Authorities
Transport – Cycling Facilities	✓			
Transport – Pedestrian Facilities	✓			
Education – Schools Provision	✓		Churches Academies/Free	
Health – Primary Care Provision		✓	NHS England Commissioning Board	GP Clinical Commissioning Groups
Public Utilities – Water Services			United Utilities	

Public Utilities – Electricity			Scottish Power Electricity NW Western Power	
Public Utilities – Gas			National Grid	
Public Utilities – Telecom Services		✓	British Telecom Virgin Media	
Flood Management – Main Rivers			Environment Agency	
Flood Management – Local Rivers	✓			United Utilities
Sports Facilities	✓		Various Private Operators Parish Councils	

**Table 3: Service Provision Matrix**

## Physical

### Transport

#### Highways

- 6.3 Highways England has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015. From April 2015 it has been responsible for operating, maintaining and improving the strategic road network in England.
- 6.4 Cheshire East Council’s Highways Department is committed to making sure that the area's local roads and pavements are safe and well-maintained, whilst continually improving the highway network as part of the integrated transport system.
- 6.5 The Council has signed off a plan called East Cheshire: Engine of the North<sup>9</sup>, which aims to make the Borough a more prosperous place to both live and do business in. Investment continues to be secured to upgrade and enhance Cheshire East’s infrastructure to make sure that connectivity will continue to be a driver of growth in the Borough.
- 6.6 Recent investment includes:
- **Funding secured to deliver the £27 million Crewe Green Link Road** including Programme Entry status for the scheme from the Department for Transport and Council capital funding, which will assist in unlocking private

<sup>9</sup>This can be viewed at:  
<http://moderngov.cheshireeast.gov.uk/ecminutes/Published/C00000241/M00004968/AI00019837/07bVisionforGrowth.pdf>



sector investment and employment delivery at Basford East and West. Scheme now completed.

- **Highways Agency scheme to upgrade the A556 Knutsford to Bowdon corridor**, easing congestion on the A556 and improving access to south Manchester, and Manchester International Airport. Scheme currently under construction.
- Over **£6 million** secured from Government to improve facilities at Crewe Railway Station **and the adjoining former Royal Mail** site acquired by the Council in 2011. Scheme now completed.
- Announced **proposed routing of the High Speed 2 network through Crewe**, reducing travel times to London to just 58 minutes with eight services an hour, with the Council continuing to lobby for a HS2 station at Crewe with associated potential for greater economic impact.
- Funding has been **secured to fund the £290 million A6 to Manchester Airport Relief Road**. This scheme will deliver improved highway connectivity in the north of the Borough and is now under construction.
- **Local Pinch Point Funding has been secured** for widening of the A500 at J16 of M6/Basford West Spine Road/J17 of M6. Schemes now completed.
- **Funding allocations have been secured** for the Poynton Relief Road and Sydney Road from the Local Transport Body.

6.7 The Council has also invested in facility improvements at Crewe Railway Station. These include the provision of extra car parking spaces, cycle stands, improved passenger access, drop-off and pick up points and disabled parking.

6.8 Key strategic projects identified in East Cheshire: Engine of the North include:

- South East Manchester Multi Modal Strategy (SEMMMS) including the A6 to Manchester Airport Relief Road.
- A51/A500 Strategic Corridor, which will help to deliver the Kingsley Fields site in Nantwich with improvement at Burford and access to the Motorway from the sites at Basford, Crewe.
- A556 investment (M6 to M56) between Knutsford and Bowdon.
- Poynton Relief Road (A523), which ties into SEMMMS and includes complementary measures on the A523 corridor from Macclesfield towards Manchester.
- Congleton Link Road (A34). This includes the Radnor Park access and Northern Relief Road and link improvements between the A534 and A536.

6.9 Having taken account of the development proposed in the Local Plan Strategy the key highway constraints are as follows:

## Strategic Road Network

- The M6 junctions 16 to 19 link is running at, or close to capacity. Incidents are therefore likely to have greater consequences as there is insufficient spare capacity to cope with additional pressure. In the Chancellors 2013 Autumn Statement it was confirmed that this section of the M6 would be upgraded to feature additional highway capacity through use of the hard shoulders as running lanes. This Smart approach to motorway improvement is also now planned to the M56 motorway from Manchester Airport to the A556.
- Within the period to 2025, taking account of the recently completed Pinch Point junction improvements at junctions 16 and 17 on the M6 and the Smart motorway proposals, the strategic road network is considered by Highways England to be reasonably able to accommodate the development proposals in the Local Plan Strategy. In the later years of the plan period and by the end of plan delivery some notable congestion issues are expected within the network particularly associated with junctions 16, 17 and 19 of the M6.
- At junction 19 an improvement scheme is being prepared for implementation by around 2020. Junction 18 of the M6 is sufficiently able to accommodate envisaged traffic growth throughout the plan period. Beyond 2025 further upgrades (to the completed Pinch Point schemes) are likely to be required to junctions 16 and 17.

## Local Road Network

- In Alsager:
  - The junction of the B5077 Crewe Road and B5078 Sandbach Road North experiences congestion during peak periods and has been identified as being located on a Red Route, which highlights the B5077 as a route requiring accident frequencies to be reduced. Traffic from the proposed development in Alsager would impact on this junction.
  - The junction of the A5011 Linley Lane/Crewe Road signalised crossroads is currently operating within capacity however, as a result of the impact from the proposed development sites, particularly the site at Twyfords and Cardway (CS 12), capacity issues are likely to develop at this junction in the future.
- In Congleton:
  - Serious congestion issues are experienced along the A34 through the town, with three Air Quality Management Areas being declared along the A34 as a result of traffic congestion.
  - The A34 Manchester Road has been designated a Red Route, highlighting the need for highway safety improvements on the corridor.
  - Complementary measures on Mountbatten Way linked to the delivery of wider capacity improvements in Congleton and also reducing severance in the town centre.

- In Crewe:
  - There is a need to improve traffic flow at Junction 16 of the M6 and link capacity on the A500 Barthomley Link Road.
  - Specific highway issues include:
    - Crewe Green Roundabout suffers from peak period delays;
    - the A534 Nantwich Road experiences delays, queuing and associated air quality problems;
    - congestion is experienced at the A530 and Flowers Lane junction, which will be impacted by the proposed Leighton West development;
    - the use of the A530 and Smithy Lane junction is expected to increase considerably with the impact of trips from the proposed development at Leighton West;
    - the Remer Street/Groby Road/Maw Green Road/Sydney Road/Elm Drive junction is also expected to see significant increased use with the proposed adjacent development sites, for example, Coppenhall East.
  - These developments will also exacerbate the delays currently caused at the Sydney Road Bridge Pinch Point.
  - Access routes to the Grand Junction Retail Park are heavily constrained.
  - Improved highway links from Dunwoody Way from/to the town centre would improve permeability and reduce development impact on key junctions.
  - As a result of congestion issues around the current access to Crewe Railway Station and the town centre from the west of Crewe there are plans between now and 2020 to improve the Station access. These plans will be developed through discussions with Network Rail and HS2 in association with the wider aspirations for Crewe Railway Station.
  - The planned development around Crewe and growth in the rail network as well as HS2 has led to the pressing need to make changes to Crewe Railway Station and access to it; this need has been recognised by the rail industry. Strategic modelling of the area shows that without changes to the existing pinch points around the Station area further development beyond what is committed to the southwest of the Station should be limited until the necessary improvements are in place.
  
- In Knutsford:
  - The junctions at either extent of the A50 and A537 corridor and the links between them can experience significant queuing and congestion during peak times. The junctions are A537/Hollow Lane, A537/A50 junction at Adams Hill and the A50/A5033 Northwich Road roundabout.
  - The proposed development at Parkgate will have an impact on the road network in Knutsford, including the Mobberley Road/Parkgate Lane junction.

- In Macclesfield:
  - A package of improvements in Macclesfield town centre has been identified at various locations to address key areas of constraint on the Macclesfield road network, suffering from lengthy queues and delays.
  - Improved links to the Motorway network are required.
  - Links towards Manchester including the Poynton Relief Road and A523 on line and close to on line improvements.
  - Sustainable links towards Manchester.
  
- In Middlewich:
  - The junction of Kinderton Street/St Michael's Way/Leadsmithy Street is currently operating at or close to capacity during the peak period whereby operation will be assisted by the Middlewich Eastern Bypass.
  - The junction at the A54 and Croxton Lane is currently operating at or close to capacity during the peak period.
  
- In Nantwich:
  - The Burford crossroads currently experiences congestion and delays during the peak periods.
  - There are three junctions on the A51 corridor around Nantwich that are particularly affected by congestion and associated queuing and delays on certain approaches. These are:
    - Alvaston roundabout – A51/A530
    - Peacock roundabout – A51/A534
    - Cheerbrook roundabout – A51/A500
  - There are concerns that the existing road layout at these junctions will be inadequate to cater for planned development and background traffic growth.
  - The junction at the A530 Welsh Row and A534 Waterlode can experience significant congestion and queuing in the peak hours.
  - In order to bring the proposed development at Kingsley Fields forward a new link road will be needed through the site connecting the A51 and A534 Waterlode.
  - The lack of a highway link between Edmund Wright Way and Taylor Drive reduces route choice and permeability of traffic.
  - Key junctions along the A5301 Elwood Way/Peter Destapleigh Way are also forecast to be over capacity, should anticipated developments and traffic growth take place.
  
- In Poynton:
  - The junction of the A523 and A5149 experiences congestion and delays leading to severance issues in the town centre, whereby operation will be assisted by the Poynton Relief Road and links towards Macclesfield.
  
- In Sandbach:
  - Junction 17 of the M6 has been identified as a bottleneck with significant congestion and safety issues. Development of the proposed site adjacent to this junction is dependent on the prior delivery of

- improvement to the junction and demonstration to the Highways Agency and Cheshire East Council that the impact of development traffic continues to allow the efficient and safe operation of the junction.
  - Sandbach suffers from peak time congestion from commuter traffic on a number of roads including the A533 Middlewich Road and the A534 Old Mill Road. Junctions suffering from the most congestion in the town include the A534 Old Mill Road/A533 The Hill and the A534 Old Mill Road/A533 Middlewich Road/Wheelock Bypass.
  - The delivery of the potential future housing and employment development in Sandbach, along with background traffic growth, will result in significant additional traffic on the local road network. The junctions highlighted above would experience capacity issues.
- In Handforth/Wilmslow:
  - Congestion contributes towards the presence of three noise pollution areas in Wilmslow: at the A538 north of the town; A538 Manchester Road south of the town; and the A5102 Adlington Road near Wilmslow Park Road.
  - The junctions of the A34, A555 and Stanley Green roundabout are currently experiencing congestion, particularly in the peak hours.
  - The junctions along the A34 Wilmslow Bypass are predicted to operate over capacity if forecast developments and traffic increases take place.

### Local Sustainable Travel Network

- 6.10 As well as improvements to the highway network, improvements to bus services, rail services and pedestrian and cycle facilities will help reduce reliance on the private car across Cheshire East.
- 6.11 Requirements for improvements to bus, rail, pedestrian and cycle networks will be assessed on a site by site basis to ensure good linkages to local facilities.
- 6.12 A number of strategic requirements to improve sustainable travel have been identified through various studies as well as the Local Transport Plan and its associated documents such as the Rights of Way Improvement Plan (ROWIP).
- 6.13 Schemes that are necessary to deliver a sustainable Local Plan Strategy have been identified in the Infrastructure Delivery Schedule in Table 4.

### **Rail**

- 6.14 Network Rail is the owner and operator of Britain's railway infrastructure, which includes the tracks, signals, tunnels, bridges, viaducts, level crossings and stations; the largest of which they also manage. All profits made by the company, including from commercial development, are reinvested directly back into the network.
- 6.15 Network Rail have responded to previous consultations seeking agreement in principle to developer contributions being sought for improved pedestrian and

cycle access to Railway Stations and they have expressed concerns about the increased use of level crossings due to increased residential development in the Cheshire East area.

## Energy

### Electricity supply

- 6.16 The supply of electricity is managed through a series of local networks across the UK; parts of Cheshire East fall within the areas for three of these Distribution Network Operators (DNO) namely; Scottish Power, Electricity North West (ENWL) and Western Power Distribution (WPD).
- 6.17 In geographic terms, Scottish Power is the DNO for the south of the Borough including Crewe and Sandbach, ENWL the north including Macclesfield, Knutsford and Wilmslow and WPD an area towards the eastern edge of the Borough including Congleton.
- 6.18 The DNOs are regulated by the Office of Gas and Electric Markets (OFGEM) and are required to submit investment plans to make sure the networks can cope with the anticipated natural growth. New connections to the networks attract charges in accordance with each DNO's published schedule, with increased contributions sought where the existing supply network requires an increase in the available capacity.
- 6.19 Each DNO has taken account of the development proposed in the Local Plan Strategy and identified the capacity issues as follows:
- SP Manweb have estimated the likely improvements necessary to supply the developments proposed and advise that these would be funded through developer contributions.
  - ENWL have stated there could be impact on their infrastructure but it is not possible to indicate the exact impact on these assets with the information supplied.
  - WPD anticipate that all developments proposed in their area can be accommodated without improvements.

### Gas supply

- 6.20 In the UK the supply of gas is managed at a regional level by gas distribution networks (GDNs); National Grid Gas plc (NG) is the GDN for Cheshire East, responsible for the supply of gas across the region.
- 6.21 GDNs are regulated by OFGEM and are required to publish long term development plans based on forecasted of usage and necessary system developments to accommodate increased demand.
- 6.22 Having taken account of the development proposed in the Local Plan Strategy the capacity issues are as follows:
- The networks in Crewe and Congleton are likely to require significant improvements to accommodate the anticipated developments.

- Developments across the Borough may require localised improvements or new connections where existing gas networks are remote.
- Improvements and new connections to the gas network to supply new developments would generally be funded through developer contributions.

## Water

### Water supply and wastewater treatment

6.23 United Utilities is the water company for the North West and is responsible for the provision of water and wastewater services across the region.

6.24 Having taken account of the development proposed in the Local Plan Strategy the capacity issues are as follows:

- There is sufficient capacity in terms of water supply resources for the development planned in the Plan period.
- There are some water infrastructure network constraints to overcome to cater for the planned development. Upgrading works are planned at Knutsford and Macclesfield which are anticipated to be completed in line with the proposed construction timescale of housing developments here. It is anticipated some investment works will be required at Wilmslow in the future; further consideration of this is required however suitable phasing of development here would allow for the most appropriate management of assets. At the North Cheshire Growth Village and Wardle further details of the development proposed are needed to fully evaluate the water infrastructure impacts.
- There are shortages in capacity at the Wastewater Treatment Works in Alsager and Sandbach; however the costs of these improvements have not been disclosed but are envisaged to be borne by United Utilities.

### Flood risk management

6.25 There are a variety of organisations involved in managing these risks. The Environment Agency has the power to provide and maintain flood defences in coastal areas and along designated 'main rivers'. The water company (United Utilities) is responsible for maintaining the public sewer system and for maintaining private sewers; however drains that connect to the sewer system remain the responsibility of landowners. Cheshire East Council is responsible for highway drainage and managing flood risk from 'ordinary watercourses', surface and ground water sources. The Council can also play a key role in managing and responding to flood risk through its local planning and emergency planning functions.

6.26 Flood risk management is not just about managing the levels of risk; it also looks at resilience measures and the robustness of the Council's response to flooding, for example evacuation planning, wider flood risk community awareness and sign up to flood warnings. We work very closely with other partner organisations to make sure our emergency response and recovery plans complement those of other emergency responders where appropriate.

- 6.27 There are areas of some of the proposed sites in Flood Zone 3, where the flood risk from rivers and the sea is classed as high; however the development of the sites will need to take account of that. If a site were fully in Flood Zone 3 then the Sequential Test would apply. The aim of the Sequential Test is to steer new development to the areas at the lowest probability of flooding (flood zone 1).
- 6.28 Having taken account of the development proposed in the Local Plan Strategy the main flood capacity issues are as follows:
- Development proposals could heighten the risk of flooding in Knutsford town centre, where there are known drainage infrastructure constraints. In areas such as these, the feasibility of providing improvements will be informed by ongoing study and appraisal works and, where appropriate, included in the developing Council Flood Risk Programme (Environment Agency Medium Term Plan) particularly where grant in aid funding may be able to support our wider flood risk aims and objectives in managing local flood risks.
  - The River Dane in Congleton is particularly prone to flooding; however development proposed to the north of the town, including the proposed Congleton Link Road will provide flood mitigation measures.

## ICT/Digital

- 6.29 The Connecting Cheshire Partnership of four Local Authorities across Cheshire is made up of Cheshire East, Cheshire West and Chester, Halton and Warrington Councils. The Partnership was established to deliver fibre broadband to areas hitherto outside the commercial deployment of fibre broadband. The partnership will see an additional 90,000 premises reached with fibre by summer 2017. The project is being funded by the European Regional Development Fund, BT, the Government and the four Local Authorities. At the end of 2015 fibre broadband coverage across Cheshire East had reached 96% of the Borough.
- 6.30 Although coverage of fibre broadband is expected to reach 98% by summer 2017, significant challenges remain with connectivity to new build sites, in particular residential developments. Many sites have been out of scope for the Connecting Cheshire project as this was modelled and planned before sites were available for consideration and developers have often failed to engage with broadband infrastructure providers such as BT Openreach to install fibre compatible equipment at the outset.
- 6.31 Despite lobbying from a number of sources, the provision of fibre infrastructure by developers is not mandatory, despite clear evidence that house-buyers and businesses both consider high-speed broadband to be a necessity and willing to pay a premium for access to superfast, and increasingly, ultrafast broadband. For town centre development sites, fibre coverage is already almost universal, but depending on the intensity of development, capacity



should be tested with BT Openreach and other providers where prevalent e.g. Virgin Media

### **Physical Infrastructure Delivery Schedule**

6.32 The Infrastructure Delivery Schedule in Table 4 identifies the particular schemes that aim to address the capacity and residual highway issues identified for physical infrastructure.

**Table 4: Physical Infrastructure Delivery Schedule**

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
<b>Transport</b>										
Road network										
1	B5077 Crewe Road/B5078 Sandbach Road North junction improvements	Alsager	Preliminary design	Linked to development timing	£400,000	CIL, S106, Local Transport Plan funding	None	£400,000	CEC Highways	
3	A5011 Linley Lane/Crewe Road junction improvements	Alsager	Preliminary design	Linked to development timing	£250,000	CIL, S106, Local Transport Plan funding	None	£250,000	CEC Highways	
2	Hassall Road/Church Road/Dunnocksfold Road	Alsager	Preliminary design	Linked to development timing	£150,000	CIL, S106, Local Transport Plan funding	None	£150,000	CEC Highways	
1	A536 to A534 Congleton Link Road	Congleton	Planning Application	Construction Mid 2018 – early 2020	£90.4m	Department for Transport, Local Enterprise Partnership funding, private sector, Cheshire East Council, CIL	LGF - £45m	£21.7m Developer income - £23.7m	CEC Highways/Local Enterprise Partnership	Potential if necessary to deliver on a phased basis.
2	A500 Barthomley Link Road to M6 capacity improvements (widening)	Crewe	Concept design	To be confirmed	£46.6M	RIS2 CIL/ Department for Transport	None	£46.6M	CEC Highways/Local Enterprise Partnership	Assumes any land requirements are available for the scheme.

<sup>10</sup> For transport projects only

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
1	Sydney Road bridge – construction of an additional bridge for northwest bound traffic to allow two way running	Crewe	Detailed design	Construction Mid 2018 – Mid 2019	£10.5m	S106 developer funding, Local Major Scheme Transport Funding, CEC Capital funding	DfT - £2.35m LGF - £3.5m LTP – 500k S106 - £4.5m	None	CEC Highways/Local Enterprise Partnership	Scale of funding deficit is contingent on S106 conditions being exercised.
3	Flag Lane link road	Crewe	Detailed Design	Linked to Development progress	£500,000	Developers, Local Transport Plan, CIL	None	£500,000	CEC Highways	
1	Improvements to Crewe Green Roundabout	Crewe	Detailed design	To be confirmed	£5m	Developer, Local Transport Plan, Local Enterprise Partnership	LGF - £3.3m S106 - £1.7m	None	CEC Highways/Local Enterprise Partnership	Assumes any land requirements are available for the scheme.  Some developer contributions agreed.
2	Earle Street from Grand Junction Way to Vernon Way – corridor improvements	Crewe	Concept Design	To be confirmed	£12m	CIL	None	£12m	CEC Highways	
2	A534 Nantwich Road corridor improvements	Crewe	Detailed design	To be confirmed – linked to development	£600,000	S106, Local Transport Plan, CIL	£100,000 Local Transport Plan, around £450,000 developer linked to S106	£50,000	CEC Highways	Developer contributions contingent on outcome of Appeal decisions, conditions of S106.
1	North West Crewe Strategy	Crewe	Concept Design	To be confirmed	£18.7m	LGF Bid, S106	None	£18.7m	CEC Highways	Linked to A530/Flowers Lane and Smithy Lane junction improvements, realignment between Flowers Lane and Pyms Lane,

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
1	Improvements to the A5020 Weston Gate Roundabout	Crewe	Concept design	To be confirmed – linked to development of Basford East	£2.5m	S106, Local Transport Plan, CIL	None	£2.5m	CEC Highways	
1	A537 Adams Hill junction improvements	Knutsford	Concept design	To be confirmed – linked to development	£400,000	S106, Local Transport Plan, CIL	None	£400,000	CEC Highways	
2	A50 between junction with A5033 and junction with Adams Hill - widening	Knutsford	Concept design	To be confirmed – linked to development	£1.5m	Funded by development, CIL	None	£1.5m	CEC Highways	
2	A5033/A50 roundabout junction improvements	Knutsford	Concept design	To be confirmed – linked to development		Funded by development, CIL	None		CEC Highways	
2	Mobberley Road/Parkgate Lane junction improvements	Knutsford	Concept design	To be confirmed – linked to development	£400,000	Funded by development	None	£400,000	CEC Highways	
1	Brook Street/Hollow Lane junction improvements	Knutsford	Concept design	To be confirmed – linked to development	£400,000	Funded by development	None	£400,000	CEC Highways	
2	M6 J19 improvement	Knutsford	Concept design	By 2020	To be confirmed	RIS 1 Highways England	None	To be confirmed	Highways England/CEC Highways/Local Enterprise Partnership	An upgrade is required to ensure the efficient operation of this junction.
1	Macclesfield Town Centre Movement Strategy	Macclesfield	Detail design	To be confirmed – linked to development or funding bids	£24m	CIL	None	£24m	CEC Highways	*Breakdown can be provided*
1	Middlewich Eastern Bypass	Middlewich	Detailed design	To be confirmed – linked to development	£30m	Regional Growth Fund, private sector	To be confirmed	To be confirmed	CEC	Possible revision to alignment of road required.

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
2	A54 Kinderton Street/A533 Leadsmithy Street junction improvements	Middlewich	Concept design	To be confirmed – linked to development	£400,000	S106, Local Transport Plan, CIL	S106	None	CEC Highways, developer	
2	A54/Croxton Lane junction	Middlewich	Concept design	To be confirmed – linked to development	£420,000	S106, Local Transport Plan, CIL	None	£420,000	CEC Highways	
1	Burford junction improvements, to include complementary improvements on surrounding network	Nantwich	Concept design	To be confirmed – linked to development and/or funding bid	£2.5m	Developer Funding, Local Enterprise Partnership Funding, CIL	S106	£500,000	CEC Highways	Developer contributions secured – contingent on development happening.
1	Alvaston roundabout junction improvements	Nantwich	Concept design	To be confirmed – linked to development	£1.6m	Developer Funding, Local Enterprise Partnership Funding, CIL	S106	£150,000	CEC Highways	Developer contributions secured – contingent on development happening.
1	Peacock roundabout junction improvements	Nantwich	Concept design	To be confirmed – linked to development	£750,000	Developer Funding, Local Enterprise Partnership Funding, CIL	S106	£100,000	CEC Highways	Developer contributions secured – contingent on development happening.
2	Peter Destapleigh Way/Audlem Road junction improvements	Nantwich	Concept	To be confirmed – linked to development	£750,000	CIL, S106	None	£750,000	CEC Highways	
2	Between Taylor Drive and Edmund Wright Way – provision of missing link for traffic	Nantwich	Detailed design	To be confirmed – linked to development	£235,000	Developer funding	S106 secured	None	CEC Highways	
2	Welsh Row/Waterlode junction improvements	Nantwich	Concept design	To be confirmed – linked to development	£150,000	S106, Local Transport Plan, CIL	S106	None	CEC Highways	
2	London Road crossroads improvements	Nantwich	Concept design	To be confirmed – linked to development	£250,000	S106, Local Transport Plan, CIL	None	£250,000	CEC Highways	

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
1	Poynton Relief Road – between London Road South (A523) and the A555 (proposed SEMMMS)	Poynton	Pre-Planning	Construction Early 2018 – Mid 2019	£32.0m	Local Enterprise Partnership, Developer funding, Single Local Growth Fund	LGF - £22m Greater Manchester - £2m	£8.0m	CEC Highways	
1	A534 Old Mill Road/The Hill junction and Old Mill Road/Middlewich Road junction improvements	Sandbach	Initial design	To be confirmed – linked to development	£1.5m	CIL, S106/S278	£1.5m	Nil	CEC Highways	
2	A534 Old Mill Road/Congleton Road junction improvements	Sandbach	Initial design	To be confirmed – linked to development	£200,000	S106	£200,000	Nil	CEC Highways	
1	A6 Disley Corridor improvements	Disley	Detail Design	By opening on A6 MARR scheme – Summer 2017	£1.0m	A6 MARR project	£1.0m	Nil	CEC Highways	
1	Handforth Traffic Management Measures	Handforth	Initial Design	By opening on A6 MARR scheme – Summer 2017	£0.5m	A6 MARR project	£0.5m	Nil	CEC Highways	
1	New junction on the A555 and spur road to the A34	Wilmslow-Handforth	Concept	To be confirmed – linked to development of Growth Village	Site specific infrastructure	CIL, S106	None	To be confirmed	CEC Highways	
1	A34/A538 West junction improvements	Wilmslow	Concept	Linked to rate of development	£1.5m	CIL, S106	None	£1.5m	CEC Highways	Linked to wider SEMMMS area study
2	A34/Dean Row Road Link junction improvements	Wilmslow	Concept	Linked to rate of development	£500,000	CIL, S106	None	£500,000	CEC Highways	
2	A34/A538 Prestbury Road junction improvements	Wilmslow	Concept	Linked to rate of development	£2.0m	CIL, S106	None	£2.0m	CEC Highways	
1	A34/Alderley Road/Wilmslow Road	Wilmslow	Concept	Linked to rate of development	£3.5 m	CIL, S106	None	£3.5m	CEC Highways	

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
Public transport										
2	Additional car parking at Crewe Railway Station and wider enhancement scheme to align with strategic vision for the Station, including HS2 services.	Crewe	Concept	Staged development over the Local Plan period	To be confirmed	Network Rail, HS2, CIL, S106	None	To be confirmed	CEC	
3	Reopening of Middlewich Railway Station	Middlewich	GRIP Stage 2 assessment needed	To be confirmed	About £3m plus revenue support for 3 years post opening	To be confirmed	To be confirmed	To be confirmed	CEC, Network Rail	
3	Level Crossing Control Improvements	Nantwich	Concept	To be confirmed – linked to Network Rail Level Crossing improvement programme	To be confirmed	Network Rail	To be confirmed	To be confirmed	Network Rail	
2	Improve disabled access and provide parking and drop off facilities at Handforth Railway Station	Wilmslow Handforth	Concept	To be confirmed – linked to development	To be confirmed	LSTF/S106/ CIL	None	To be confirmed	To be confirmed	
1	Crewe Bus Station facilities relocation	Crewe	Concept	2016	£3.3m	To be confirmed	To be confirmed	To be confirmed	CEC, Bus operators	
Walking and cycling infrastructure										
3	Alsager town centre pedestrian improvements	Alsager	Concept Design	To be confirmed	£2m	To be confirmed	None	£2m	CEC	
3	Improved access to the Salt Line Country Park	Alsager	Concept	To be confirmed	£60,000	Town Partnerships, Sustrans, external grants	To be confirmed	£60,000	CEC	Will provide better sustainable links towards Sandbach and Wheelock by way of the Wheelock Rail Trail.
3	Macclesfield Canal towpath improvements	Congleton	Part delivered, part concept	To be confirmed	£400,000	Canal and River Trust, CIL, S106, external grants	£21,500k spent in relation to the following scheme	£400,000	CEC, Canal and River Trust	

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
3	Macclesfield Canal towpath improvements	Macclesfield	Concept	To be confirmed	£500,000	Canal and River Trust, CIL, S106, external grants	None	£500,000	CEC, Canal and River Trust	
3	Improve walking and cycling links between Tytherington and Macclesfield town centre	Macclesfield	Concept	To be confirmed – linked to development	£107,000	CIL, S106	None	£107,000	CEC	
3	Shropshire Union Canal through Middlewich and Trent and Mersey Canal towards Sandbach towpath improvements	Middlewich	Concept	To be confirmed	£165,000	Canal and River Trust, CIL, S106, external grants	None	£165,000	CEC, Canal and River Trust	Improvements to the towpath of the Shropshire Union Canal have been delivered
3	Brooks Lane to Midpoint 18 footpath and cycle link	Middlewich	Concept design	To be confirmed – linked to development	£85,000	CIL, S106	Planning condition, and £38,800 s106	£46,200	CEC	
3	Cycle link from Reaseheath area to the Connect2 Crewe to Nantwich Greenway	Nantwich	Concept	To be confirmed – linked to development	£750,000	CIL, S106 External grants	None	£750,000	CEC	Included in Growth Fund bid
3	Trent and Mersey Canal towpath improvements	Sandbach	Part initial design, part concept	Part 2016/17, part to be confirmed	£400,000	Canal and River Trust, CIL, S106, external grants	£125k secured through s106 for section in Elworth	£275,000	CEC, Canal and River Trust	
3	Crossing of the A534 for the Wheelock Rail Trail	Sandbach	Concept	To be confirmed	£500,000	To be confirmed	None	£500,000	CEC	
2	Completion of the Wilmslow-Manchester Airport A538 Altrincham Road cycle route	Wilmslow	Initial design	Initiation 2016	£300,000	LTP	S106	£50,000	CEC	
2	Leighton/North West Crewe Greenway extensions	Crewe	Concept design	To be confirmed	£2m	CIL, S106	None	£2m	CEC	
2	Royal London links to railway station	Wilmslow	Concept	To be confirmed	£300,000	CIL, S106, external grant	None	£300,000	CEC	Included in Growth Fund bid
2	Congleton Masterplan River Dane pedestrian / cyclist bridge	Congleton	Concept	To be confirmed	£500,000	CIL, S106	None	£500,000	CEC	



Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
<b>Total transport funding gap of costed schemes</b>								£230,450,000 to £308,422,000 <sup>11</sup>		
<b>Energy<sup>12</sup></b>										
	Likely network reinforcement 1x500kVA substation for housing development.	CS 1: Basford East, Crewe	None	2yrs from application	£80,000 to £100,000	Developer	None	£80,000 to £100,000	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Network reinforcement will be required for level of employment development		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Likely network reinforcement 1x500kVA substation	CS 3: Leighton West, Crewe	None	2yrs from application	£80,000 to £100,000	Developer	None	£80,000 to £100,000	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.

<sup>11</sup> The lower figure is the total for priority 1 projects only, the higher figure is made up of all projects

<sup>12</sup> Information only available for the period 2015 to 2020 from SP Manweb

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
	Small network reinforcement may be required for the level of employment development, dependent on type and analysis at time		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Network reinforcement may be required for the level of retail development, dependent on type and analysis at time		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Possible network reinforcement 1x500kVA substation	CS 13: Former Manchester Metropolitan University Campus, Alsager	None	2yrs from application	£80,000 to £100,000	Developer	None	£80,000 to £100,000	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Rural network that will require further investment before any additional capacity can be made available for retail development		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Network reinforcement needed 2x500kVA substation	CS 12: Twyfords and Cardway, Alsager	None	2yrs from application	£150,000 to £180,000	Developer	None	£150,000 to £180,000	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
	Rural network that will require further investment before any additional capacity can be made available for retail development		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Small network reinforcement may be required for the level of employment development, dependent on type and analysis at time	CS 14: Radway Green Brownfield, Alsager	None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Network reinforcement may be required for the level of employment development, dependent on type and analysis at time	CS 15: Radway Green Extension, Alsager	None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Rural network so investment in protection required before any significant employment development can take place	CS 18: North West Knutsford	None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb. ENWL?
	Rural network that will require further investment before any additional capacity can be made available for retail development		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb. ENWL?

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
	Possible network reinforcement 1x500kVA substation	CS 19: Parkgate Extension, Knutsford	None	2yrs from application	£80,000 to £100,000	Developer	None	£80,000 to £100,000	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb. ENWL?
	Rural network so investment in protection required before any significant employment development can take place		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb. ENWL?
	Likely network reinforcement 1x500kVA substation	CS 20: Glebe Farm, Middlewich	None	2yrs from application	£80,000 to £100,000	Developer	None	£80,000 to £100,000	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Significant reinforcement required before any additional capacity is available for retail.	SL 9: Brooks Lane, Middlewich	None	2yrs from application	To be confirmed	Developer and potentially SP Manweb	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb. Further network analysis is required at the time to determine detail.

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
	Significant reinforcement required before any additional capacity is available for retail.	SL 10: Midpoint 18 Extension, Middlewich	None	2yrs from application	To be confirmed	Developer and potentially SP Manweb	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb. Further network analysis is required at the time to determine detail.
	Network reinforcement needed 2x500kVA substation	CS 21: Kingsley Fields, Nantwich	None	2yrs from application	£150,000 to £180,000	Developer	None	£150,000 to £180,000	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Area will require reinforcement before further capacity available for employment and retail		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb. Further detail of type of load required.
	Possible network reinforcement 1x500kVA substation	CS 22: Stapeley Water Gardens, Nantwich	None	2yrs from application	£80,000 to £100,000	Developer	None	£80,000 to £100,000	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
	Network reinforcement needed 2x500kVA substation	CS 24: Land adjacent to J17 of M6, south east of Congleton Road, Sandbach	None	2yrs from application	£150,000 to £180,000	Developer	None	£150,000 to £180,000	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Significant reinforcement required before any additional capacity available for employment development		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb. Further detail required to combine into ED1 plans
	Heavily loaded circuit will require significant investment prior to any additional capacity being made available		None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb.
	Significant reinforcement required before any additional capacity available for employment development	CS 28: Wardle Employment Improvement Area	None	2yrs from application	To be confirmed	Developer	None	To be confirmed	Developer	Requirement dependent on required demand, phased completion and short term supply options to be investigated with SP Manweb. Further detail required to combine into ED1 plans
	Crewe gas network	To be confirmed	None	To be confirmed	To be confirmed	Developer	n/a	n/a	Developer	Detailed quotations to be prepared following applications to NG

Priority (1 = highest) <sup>10</sup>	Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
	Congleton gas network	To be confirmed	None	To be confirmed	To be confirmed	Developer	n/a	n/a	Developer	Detailed quotations to be prepared following applications to NG
Total energy funding gap of costed schemes								£930,000 to £1,140,000 <sup>13</sup>		
Water										
	Wastewater Treatment Work Update	Alsager	Programmed	2015 to 2020	The cost has not been disclosed	United Utilities	Undisclosed	None envisaged	United Utilities	The upgrade will provide sufficient capacity for well beyond the Local Plan period.
	Wastewater Treatment Work Update	Sandbach	Programmed	2015 to 2020	The cost has not been disclosed	United Utilities	Undisclosed	None envisaged	United Utilities	The upgrade will provide sufficient capacity for well beyond the Local Plan period.
	River Lily and associated catchment flood risk study and appraisal	Knutsford	Programmed	To be confirmed	About £15,000 for the study	Flood Defence Grant in Aid and Local Levy via the EA and Regional Flood and Coastal Committee, developer contributions	To be confirmed	£15,000	CEC as Lead Local Flood Authority	CEC as the Lead Local Flood Authority is making a bid for funding. However at this time it is unlikely that funding will be secured by way of this mechanism.
Total water funding gap of costed schemes								£15,000		

6.36 The total funding gap for physical infrastructure is about £198,835,000 to £283,692,000.

<sup>13</sup> Range is formed by totalising the lower figures quoted for each project and the higher figures.

## Social

### Education

- 6.37 As the Strategic Commissioner of School Places, the Local Authority has a statutory duty to review the need for school places in its area and to establish future demand.
- 6.38 In Cheshire East there are 124 publicly funded mainstream primary schools and 23 mainstream secondary schools. The different types of schools include community and voluntary controlled schools, foundation and voluntary aided schools and academies.

Type of school	Primary	Secondary
Academies	34	14
Community schools	51	4
Foundation schools	4	2
Free school	-	1
Studio school (14-19)	-	1
University Technical College (14-19) <b>due to open in September 2016</b>	-	1
Voluntary aided schools	24	-
Voluntary controlled schools	11	-
<b>Total</b>	<b>124</b>	<b>23</b>

(November 2015)

- 6.39 All schools are required to contribute to an annual survey of the number of pupils on roll. This school census data is compared to school capacity to identify any surplus or deficit in capacity. This data is assessed by the Department for Education to determine the level of Capital funding allocated to local authorities. This Basic Need Programme provides funding for education which can then be spent on school enlargement projects intended to meet demographic changes.
- 6.40 The Basic Need Programme is not intended to be used to meet housing development generated capacity requirements. Where new places are needed because of housing growth, it is expected that a contribution to the capital costs will be made by developers. A pupil yield formula is applied to new housing development to identify capacity need. This formula produces an estimate for 1000 houses of 190 primary aged pupils and 150 secondary aged pupils. If there is insufficient spare capacity in nearby existing schools to accommodate the levels of development generated growth, additional capacity



would be required, which can include additional classrooms built onto existing schools or a new school.

- 6.41 It has been assumed that any new development comprising of more than 1000 new dwellings will yield a sufficient number of primary aged pupils to warrant a new school. In every case, an assessment of the capacity of the existing schools in the area of the development and their potential to expand will be assessed at the time of application.
- 6.42 When seeking to enlarge existing accommodation, proposers must adhere to Department for Education (School Premises Regulations 2012), and this can limit the extent to which existing accommodation can be enlarged.
- 6.43 The assessments undertaken in the (primary and secondary infrastructure delivery schedules) are based on the estimated pupil yields for the planned developments and do not take into account the forecast pupil numbers for the related pupil place planning areas. In every case, pupil forecasts will be taken into account at the time of the application together with an assessment of the capacity of the existing schools in the area of the development and their potential to expand.
- 6.44 Pupil forecasts are produced annually for a five year period for primary and seven year period for secondary. These forecasts provide an indication of the capacity need in future years at planning area level by comparing existing school capacity and forecast pupil numbers. The latest forecasts have been produced using the October 2014 school census data. Approved housing developments, which have been included in these forecasts, are those approved as at 15 April 2015.
- 6.45 The information below provides an indication of the potential future need required to mitigate the impact of new development. Each area is shown as high, medium or low risk. High risk denotes the need to expand capacity taking into account current forecasts; medium risk indicates a potential need to increase capacity; and low risk denotes sufficient surplus capacity to meet potential need in the future.
- 6.46 When assessing the impact on secondary school places in each settlement area, reference is to years 7-11 only.

**Crewe Settlement** (includes Shavington school place planning area)

**Primary**

- 6.47 Crewe is forecast to have a shortfall in pupil places from 2016 based on demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 484 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan of 1273 will therefore present a high risk for the Local Authority.

### **Secondary**

- 6.48 Crewe is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 362 pupil places, which current forecasts indicate can be accommodated. The total estimated pupil yield from the approved sites and sites contained within this plan of 1003 will therefore present a low risk for the Local Authority.

### **Macclesfield Settlement** (includes Bollington school place planning area)

#### **Primary**

- 6.49 Macclesfield is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 137 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 679 will therefore present a high risk for the Local Authority.

#### **Secondary**

- 6.50 Macclesfield is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 108 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 536 will therefore present a high risk for the Local Authority.

### **Alsager Settlement**

#### **Primary**

- 6.51 Alsager is forecast to have a shortfall in pupil places from 2016 based on demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 150 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 315 will therefore present a high risk for the Local Authority.

#### **Secondary**

- 6.52 Alsager is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 108 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 244 will therefore present a high risk.

## **Congleton Settlement**

### **Primary**

- 6.53 Congleton is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 170 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 621 will therefore present a high risk.

### **Secondary**

- 6.54 Congleton is forecasted to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 199 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 561 will therefore present a high risk.

## **Knutsford Settlement**

### **Primary**

- 6.55 Knutsford is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 39 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 203 will therefore present a medium risk.

### **Secondary**

- 6.56 Knutsford is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 28 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 160 will therefore present a low risk.

## **Middlewich Settlement**

### **Primary**

- 6.57 Middlewich is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 91 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 338 will therefore present a high risk.

### **Secondary**

- 6.58 Middlewich is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 73 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 267 will therefore present a high risk.

## **Nantwich Settlement**

### **Primary**

- 6.59 Nantwich is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 150 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 423 will therefore present a high risk.

### **Secondary**

- 6.60 Nantwich is forecast to have a shortfall in places from 2019 to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 108 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 312 will therefore present a high risk.

## **Sandbach Settlement**

### **Primary**

- 6.61 Sandbach is forecast to have sufficient places to meet the demand for demographic need places. Approved housing developments in this area have been estimated at generating demand for an additional 470 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 570 will therefore present a high risk.

### **Secondary**

- 6.62 Sandbach is forecast to have a shortfall in places from 2017 to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 356 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 437 will therefore present a high risk.

## **Wilmslow Settlement**

### **Primary**

6.63 Wilmslow is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 40 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 885 will therefore present a high risk.

### **Secondary**

- 6.64 Wilmslow is forecast to have a shortfall in places from 2015 to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 29 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 706 will therefore present a high risk.

## **Poynton Settlement**

### **Primary**

- 6.65 Poynton is forecast to have sufficient places to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 22 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 95 will therefore present a low risk.

### **Secondary**

- 6.66 Poynton is forecast to have a shortfall in places from 2017 to meet the demand for demographic need. Approved housing developments in this area have been estimated at generating demand for an additional 16 pupil places. The total estimated pupil yield from the approved sites and sites contained within this plan for this settlement area of 91 will therefore present a high risk.

## **Health**

- 6.67 The New Health Organisations became fully operative with effect from 1st April 2013. The Health Commissioning Bodies, NHS England – North (Cheshire & Merseyside) and the Clinical Commissioning Groups (NHS South Cheshire CCG, & NHS Eastern Cheshire CCG) will work collaboratively to develop strategies for the provision of healthcare across the area that reflects national strategic agendas, local priorities and patient needs. In addition, as part of the health reforms of 2013, NHS Property Services (NHSPS) was formed. They manage, maintain and improve 3,500 properties, working with NHS organisations to create safe, efficient, sustainable and modern healthcare and working environments. NHSPS are committed to work closely with CCG's and local authorities to assist in the development of the public estate to meet the needs of current and future populations.
- 6.68 The main strategy for the NHS is the “NHS Five Year Forward View” that was published in October 2014. . In the NHS Five Year Forward View, a clear commitment was made to dramatically improve population health, and integrate health and care services, as new places are built and take shape. This commitment recognised the nationally stated need to build over 200,000 more homes in England every year. The Forward View outlined how the Healthy New Towns Initiative could help to shape and rethink how health and care services can be delivered to improve health, wellbeing and independence of communities through the built environment.
- 6.69 Whilst Cheshire East was not one of the 10 demonstrator sites for this initiative, the concept of the pilots could be adopted into future housing plans for this area. The main points covered:

- Good urban and housing design promotes healthy lifestyles and can help prevent illness;
  - To develop new and more effective ways of shaping new towns, neighbourhoods and strong communities;
  - Keep older people independent and healthy, supported by the latest technology to live in their own homes rather than care homes;
  - New developments will also focus on the opportunity to radically re-shape health and care services.
- 6.70 In conjunction with the healthy town initiative, there are a number of Strategic Planning Priorities for Health, both nationally, and regionally. These include:
- Better access to Cancer Services, Mental Health and Learning Disability Services
  - Tackling Obesity and Diabetes
  - Transforming Care and closing the quality gap
  - Strengthening Primary Care Services
  - Faster access to Emergency & Urgent Care and Elective Care
  - Creating new models of care and the way that these are commissioned in the future.
- 6.71 These emerging strategies will be integrated to encompass the direction of travel for Primary and Community Care, through alternative models of care and take into account the provision of Mental Health, Secondary Care and Social Services as appropriate, supported, where possible by Public Health priorities, and how this future of healthcare will impact on existing and the future health estate, especially with the emphasis on self-care and care closer to or within homes.
- 6.72 Emphasis must also be placed on the profile of the population, both currently and for the future. At the last census in 2014, there was a population of 373,000 in the Cheshire East Area. Estimates for the next 10 years show a potential increase of 7% (to 399,000) with the estimate for the next 25 years potentially being 15% increase (to 429,000). In addition, there will be an increase in the percentage of people over 60 years of age. This reflects the national picture in terms of an ageing population, with it being projected that older households will represent half of all household growth by 2026. As such, we must plan for population ageing and support the development of houses that are future proofed to be able to adapt and meet the differing needs of its occupants throughout the life course.
- 6.73 Having taken account of the development proposed in the Local Plan Strategy, the impact of the proposed housing site allocations is an increase of circa 35,000 people across Cheshire East. An increase in population due to housing growth across Cheshire East and an increase in an ageing population will contribute to a significant impact on the available resources for, type and model of delivery for health and care services. This will result in a very significant increase in demand on health and care services that cannot be accommodated within existing health and care infrastructure, for both Primary Care (GP Practices, and Community Health Services) and Secondary Care

(Acute Hospital Services) but also on Mental Health, Specialised Services and social care delivery. The Healthcare System is currently at capacity, and these increases in population will require additional support and investment if high quality healthcare is to be maintained, and developed to meet the needs of our population. In addition, developments on unallocated sites will further impact on health infrastructure and additional reactive proposals will likely need to emerge in response to ad hoc development proposals.

- 6.74 Another key pressure will be on the current and future workforce of the NHS, which like the general population also has an ageing profile. There is a current shortage of GP's, and nationally there is a drive to recruit an extra 5,000 GP's and another extra 5,000 clinical and non-clinical staff (including pharmacists) to tackle the increases in population and retirement of existing staff from the workforce. Local workforce statistics show a large percentage of the existing nursing and GP workforce approaching retirement age within the next 5 – 10 years. Whilst there are national and local strategies to recruit and train new staff to address future projected shortages, local housing strategies must also support these recruitment and training strategies by ensuring affordable housing is available to key workers to encourage and enable staff to work in health and care across Cheshire East.
- 6.75 There are two large hospital providers whose main bases are in Leighton (Crewe) and in Macclesfield. These hospitals are now at an age whereby the maintenance costs are significant, and they will require investment to accommodate the increases in local population. Both providers also operate out of numerous facilities within the communities of Cheshire East. There are 53 GP Practices delivering primary care services across Cheshire East housed in 46 individual premises. Across Cheshire East the health estate is varied in terms age, type, location and co-location/integration with other public services, and this estate will need a significant investment programme if it is to keep pace with the population increases and other pressures to maintain a high quality healthcare service for now and the future.
- 6.76 Both CCGs, working with the Council and providers of health services, have also developed far reaching transformation programmes (Caring Together in Eastern Cheshire, Connecting Care in South Cheshire) to enable the delivery of health and care services in Cheshire East for an ageing and changing population. Both programmes outline the importance of the development of, utilisation of and integration of health (primary, secondary, mental health) and social care facilities in the delivery of the transformation programmes.
- 6.77 The Local Plan Strategy proposals will be embedded in the "Baseline Needs Assessment" of the emerging delivery plans of the Transformation programmes to identify the means by which the additional health infrastructure - necessary as a consequence of the Local Plan housing proposals - will be delivered and procured.
- 6.78 The implementation of these plans will take some time to develop, and the delivery of these plans will be influenced by the Local Plan, recognising housing developments and consequent population shifts that will,

or are likely to, happen. With any significant increase in population there will be a need to increase the capacity of health services, which may include the development of new builds in areas of significant housing growth and where existing facilities do not have the capacity to expand and meet demand. Once approved, health infrastructure developments typically take from two to three years from inception to completion for small to medium projects and longer for large developments involving service and public consultations and funding approvals. The cost impact of additional health infrastructure will be a combination of non-recurrent capital and recurrent costs determined by the means of delivering the infrastructure. The impact of recurrent infrastructure costs to the NHS is very significant and this is recognised in the emerging health infrastructure strategies and delivery plans.

6.79 Across Cheshire East there are a number of small infrastructure developments to existing NHS estates, all of which have been planned to address pre-existing requirements to meet demand or meet best practice standards for care delivery, and are not related to or are substantial enough to meet any additional health care capacity needs arising from the housing developments proposed in the Local Plan Strategy. There also a number of long standing inherited projects which are subject to business case and funding.

6.80 During 2016 the CCGs have worked closely with NHSPS to establish individual CCG Estates Strategy that will help to consolidate the vision of the delivery of primary care for the future. Within the emerging CCG Estates Strategies a schedule of capital projects will be identified.

## **Community facilities**

### **Cemeteries/crematoria**

6.81 There are 11 cemeteries in the Borough that are cared for by Cheshire East Council and two crematoria in Crewe and Macclesfield. The replacement of the Crewe cremators was completed in January 2014. There are potential capacity issues with some of the cemeteries in the Borough; however this is not thought to be strategic and may be included as a requirement for the development of individual sites through the planning application process.

### **Libraries**

6.82 Local Authorities have a duty under the 1964 Public Libraries and Museums Act to provide a comprehensive and efficient library service to all who live, work or study in the area. Libraries serve valuable roles for local communities, acting not only as repositories for literature and reference materials, but providing community spaces and offering public internet access.

6.83 Having taken account of the development proposed in the Local Plan Strategy there are capacity issues identified; however Cheshire East Council aims to make better use of assets through reducing the cost of the library and asset burden through, for example, relocating libraries to community buildings and for libraries to be handed over to and run by the community (community libraries). There is also a move away from the 'one size fits all' approach with



a library survey being undertaken to find out how the libraries are used. These changes to library provision are not directly related to new housing provision and will not require developer contributions. However increased housing growth is likely to result in a welcome increase in library usage.

## Recreation and sporting facilities

- 6.84 The provision of public outdoor and indoor sports facilities is a discretionary service provided by the Council, but one that is highly valued by local communities. Sports facilities provide a vital opportunity for residents to engage in physical activity and they therefore play a key role in maintaining and improving the health of the public generally.
- 6.85 Private/commercial provision exists throughout most of the Borough along with various other facilities operated by voluntary and charitable organisations; however this provision does not necessarily cater for a variety of sports for the whole community, unlike the Council provision that is now delivered by a community leisure trust.
- 6.86 There are a number of formal joint use agreements with the schools. These can cause issues when looking to expand facilities due to the restriction on times available to the public due to school use.
- 6.87 Specific policies in the Local Plan Strategy refer to sport and recreation. Policies SC1 and SC2 seek to protect and enhance existing leisure and recreational facilities; promote the provision of better new facilities; and aim to ensure facilities are appropriately located and serve the needs and demands of local communities. The Policies also recognise the contributions other developments (such as housing) can make to providing new and improved leisure and recreation facilities. Policy SE6 ties in the protection and new provision of sports playing fields and other open recreational spaces with their value as part of the Green Infrastructure network.
- 6.88 The contents of this Infrastructure Delivery Plan reflect the emerging findings of the Council's Playing Pitch Strategy and Indoor Sports Strategy/Facilities Statement for indoor sports and leisure provision. The projects referred to below and in the Schedule starting on page 73 cover the required *additional and improved* provision needed to address existing deficiencies and increased demands associated with a growing population. The projects *do not* include any *replacement* of provision that may be lost through sites being redeveloped for other uses. These latter requirements are dealt with separately as part of the planning application determination process.
- 6.89 The sports requirements of larger residential developments will be ascertained through a Sports Needs Assessment. When new additional active recreational facilities are needed either as part of new housing developments or to address existing shortfalls such provision is often most sustainably delivered within local communities in the form of 'sports and recreation hubs'. Typically these hubs comprise a building with changing rooms and a multi-purpose health and

fitness space sited alongside high quality playing fields that are accessibly located for the people they are to serve.

6.90 Having taken account of the development proposed in the Local Plan Strategy the capacity issues are as follows:

- In Alsager:
  - The Council will look to retain the existing leisure facilities and swimming pool but enhance and improve them in the future by negotiating capital contributions from any future planning applications.
  - This additional funding would be used to enhance and add additional capacity particularly in respect of the gym and the health and fitness offer.
  
- In Congleton
  - The Leisure Centre is now outdated..
  - It requires significant investment for modernisation and upgrading. The existing site is well located however there is room for limited redevelopment.
  - There is a need for a sports and recreation hub associated with the proposed housing on the north side of the town with scope for this at the Back Lane Playing Fields.
  
- In Crewe:
  - A project to provide a new replacement pool as part of the single integrated Lifestyle Centre has now been implemented.
  - .
  - In the south and north west (the Leighton area) of the town active leisure needs arising from new housing developments would most appropriately be met through the provision of sports and recreation hubs.
  
- In Handforth:
  - The North Cheshire Growth Village proposal would need to contribute to/directly provide a sports and recreation hub of a scale that takes into account the existing private leisure facilities immediately adjacent to the site.
  
- In Holmes Chapel:
  - Emerging plans for further housing development and population growth could be met by improving the existing indoor and outdoor dry sports facilities available.
  
- In Knutsford:
  - The Leisure Centre is now in need of further investment and refurbishment and the lack of sufficient capacity to meet growing educational and community demands, and in particular the small swimming pool, needs to be addressed.

- The current layout of the indoor facilities, and in particular the swimming pool, is constrained, which will make the development of further capacity at the site more difficult than similar facilities elsewhere.
- There is a lack of sustainable access to grass and artificial playing pitches.
- In Macclesfield:
  - Some further modest investment in the existing Leisure Centre and athletics stadium would re-shape and enhance the offer and capacity available there to meet growing needs for this side of the town as part of the 'leisure corridor' involving the Leisure Centre, Fallibroome High School and the Rugby Club.
  - Further consideration needs to be given to the possibilities for developing extra dry leisure provision for the south and east of the town.
- In Middlewich:
  - The lack of any swimming pool in the town places additional pressure on the nearest alternative swimming (and small) pool at Sandbach and on the pool provided by Cheshire West and Chester Council at Winsford.
  - The scale of proposed housing in the town will compound the demonstrated under-provision of the local health and fitness offer and land at Sutton Lane provides an opportunity to address this through a sports and recreation hub.
- In Nantwich:
  - Whilst the recent investment has significantly improved the quality of the facilities available and the capacity of the venue for health and fitness programmes, future demand pressures from developments in and around the town would continue to affect the limited indoor swimming capacity, particularly when the outdoor pool is not available.
  - A scheme has been proposed in the past involving the provision of a retractable roof system designed to bring the outdoor pool into all year round use, and therefore increase available water space and swimmer capacity, whilst retaining the unique nature and attraction of outdoor swimming during the summer months and when the weather is favourable.
- In Poynton:
  - The existing leisure centre provision is in need of an improved health and fitness offer.
  - The dry facilities would benefit from improved outdoor sports facility provision such as a floodlit 3G pitch shared with the High School.

- In Sandbach:
  - Plans for further housing and population growth in and around the town would mean that there is a case for further investment and the development of an improved health and fitness offer at the Leisure Centre
- In Shavington:
  - The artificial floodlit pitch will need refurbishment and upgrading to 3G in the next 2 to 3 years.
- In Wilmslow:
  - Although key areas of the Leisure Centre need further refurbishment and modernisation in the main, the capacity of the current facilities provided by the Centre are adequate to meet local demand other than at very peak times.

### **Social Infrastructure Delivery Schedule**

6.91 The Infrastructure Delivery Schedule in Table 5 identifies the particular schemes that aim to address the capacity issues identified for social infrastructure.

**Table 5: Social Infrastructure Delivery Schedule**

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
Education									
Contributions for expansion of local schools – equates to: 2 primary classrooms 2 secondary classrooms	SL 1: Central Crewe	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,077 £500,000 - £980,561	S106/CIL	£30,000	£620,007 £980,561	Cheshire East Children's Services/School Organisation	Planning permission for 119 dwellings
New one form entry primary school 5 secondary classrooms	CS 1: Basford East, Crewe	To be confirmed	For a new school, this would normally be on site at the point when 250 to 300 houses have been completed. For an expansion, normally, within 2 years from the commencement of the development.	£3.2m £1.25m - £2,451,404	S106/CIL	None	£3.2m £2,451,404	Cheshire East Children's Services/School Organisation	Two planning applications submitted for up to 815 dwellings - £2.5m sought through s106
Contributions for expansion of local schools – equates to: 3 primary classrooms 2 secondary classrooms	CS 2: Basford West, Crewe	To be confirmed	Normally within 2 years from commencement of development.	£750,000 - £976,166 £500,000 - £980,561	S106/CIL	£725,000	£251,166 £980,561	Cheshire East Children's Services/School Organisation	Planning permission for 370 dwellings
Contributions for expansion of local schools – equates to: 6 primary classrooms 4 secondary classrooms	CS 3: Leighton West, Crewe	To be confirmed	For a new school, this would normally be on site at the point when 250 to 300 houses have been completed. For an expansion,	£1,500,000 - £1,952,332 £1m - £1,961,123	S106/CIL	£398,990	£1,553,342 £1,961,123	Cheshire East Children's Services/School Organisation	S160 monies already secured from Parkers Road Development.

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
			normally, within 2 years from the commencement of the development.						
Contributions for expansion of local schools – equates to: 4 primary classrooms 3 secondary classrooms	CS 38: Leighton, Crewe	Contribution towards the new primary on the Leighton West site plus proportionate share of the cost of the land for the school.	Normally within 2 years from commencement of development.	£1m - £1,287,252 £750,000 - £1,470,842	S106/CIL	None	£1,287,252 £1,470,842	Cheshire East Children's Services/School Organisation	
Contributions for the expansion of local schools – equates to: 1 primary classroom 1 secondary classroom	CS 4: Crewe Green	To be confirmed	Normally within 2 years from commencement of development.	£250,000 - £325,389 £250,000 - £490,281	S106/CIL	None	£325,389 £490,281	Cheshire East Children's Services/School Organisation	
Contributions for the expansion of local schools – equates to: 2 primary classrooms 1 secondary classroom	CS 5: Sydney Road, Crewe	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £250,000 - £490,281	S106/CIL	None	£650,777 £490,281	Cheshire East Children's Services/School Organisation	Planning application submitted for up to 240 dwellings – £500,000 sought through s106
Contributions for the expansion of local schools – equates to: 2 primary classrooms 1.5 secondary classrooms	CS 5: Sydney Road (extension), Crewe	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £325,000 - £735,421	S106/CIL	None	£650,777 £735,421	Cheshire East Children's Services/School Organisation	Planning application submitted for 275 dwellings - £550,000 sought through s106
Contributions for the expansion of local	CS 6: The Shavington/ Wybunbury	To be confirmed	Normally within 2 years from commencement					Cheshire East Children's Services/School	Planning permission for 400 dwellings

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
schools – equates to: 3 primary classrooms  3 secondary classrooms	Triangle		of development.	£750,000 - £976,166  £750,000 - £1470842	S106/CIL	£705,000	£271,166  £1,470,842	Organisation	
Contributions for the expansion of local schools – equates to: 2 primary classrooms  2 secondary classrooms	CS 7: East Shavington	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777  £500,000 - £980,561	S106/CIL	£550,000	£100,777  £980,561	Cheshire East Children's Services/School Organisation	
Contributions for the expansion of local schools – equates to: 2 primary classrooms  1 secondary classroom	CS 39: Broughton Road (Part of), Crewe	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777  £250,000 - £490,281	S106/CIL	None	£650,777  £490,281	Cheshire East Children's Services/School Organisation	Two planning applications submitted for 177 dwellings – contributions
Contributions towards:  new one form entry primary school on the Basford East site (see CS 1)?  4 (including 0.5 for SUB 2454) secondary classrooms	CS 37 & SUB 2454: South Cheshire Growth Village, South East Crewe	To be confirmed	For a new school, this would normally be on site at the point when 250 to 300 houses have been completed. For an expansion, normally, within 2 years from the commencement	£3.2m  £1m - £1,961,123	S106/CIL	None	£3.2m  £1,961,123	Cheshire East Children's Services/School Organisation	

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
			of the development.						
Contributions to expand local schools - equates to: 3.5 primary classrooms 2.5 secondary classrooms	SL 4: Central Macclesfield SL	To be confirmed	Normally within 2 years from commencement of development.	£875,000 - £1,715,982  £625,000 - ££1,225,702	s106/ CIL	None	£1,715,982  £1,225,702	Cheshire East Children's Services/School Organisation	
New one form entry primary school 6 secondary classrooms	CS 8: South Macclesfield Development Area	To be confirmed	For a new school, this would normally be on site at the point when 250 to 300 houses have been completed. For an expansion, normally, within 2 years from the commencement of the development.	£3.2m £1.5m - £2,941,684	s106/ CIL	None	£3.2m £2,941,684	Cheshire East Children's Services/School Organisation	
Contributions to expand local schools - equates to: 2 primary classrooms 1.5 secondary classrooms.	CS 9: Land East of Fence Avenue, Macclesfield	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £325,000 - £735,421	s106/CIL	None	£650,777 £735,421	Cheshire East Children's Services/School Organisation	
Contributions to expand local schools –	CS 10: Land off Congleton Road, & CS 40	To be confirmed	Normally within 2 years from commencement		s106/ CIL	None		Cheshire East Children's Services/School	Planning application submitted for 325



Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
equates to: 3.5 primary classrooms  3 secondary classrooms	(SUB 2177) South West Macclesfield		of development.	£875,000 - £1,138,860  £750,000 - £1,470,842			£1,138,860  £1,470,842	Organisation	dwelling at Congleton Road
Contributions for expansion of local schools - equates to: 1.5 primary classrooms 2 Secondary classrooms	CS 11: Gaw End Lane (SUB 2357) & CS 31 Lyme Green, Macclesfield	To be confirmed	Normally within 2 years from commencement of development.	£325,000 - £488,083 £500,000 - £980,561	s106/CIL	None	£488,083 £980,561	Cheshire East Children's Services/School Organisation	
Contributions for expansion of local schools - equates to: 1 primary classroom 0.5 of a secondary classroom	CS 41: Land between Chelford Road and Whirley Road, Macclesfield	To be confirmed	Normally within 2 years from commencement of development.	£250,000 - £325,389 £125,000 - £245,140	s106/CIL	None	£325,389 £245,140	Cheshire East Children's Services/School Organisation	
Contributions for expansion of local schools - equates to: 2 primary classrooms 3 secondary classrooms	CS 12: Twyfords and Cardway, Alsager	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £750,000 - £1,470,842	s106/CIL	£227,772 £277,826	£423,005 £1,193,016	Cheshire East Children's Services/School Organisation	Outline Planning permission for 335 dwellings at Twyfords – No contribution was needed at the time of the application (2011)
Contributions for expansion of local schools - equates to: 2 primary classrooms 2 secondary classrooms	CS 13: Former Manchester Metropolitan University Campus, Alsager	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £500,000 - £980,561	s106/ CIL	None	£650,777 £980,561	Cheshire East Children's Services/School Organisation	Full contribution sought from submitted application
Contributions for the expansion of local schools – equates to:	CS42: White Moss Quarry, Alsager	To be confirmed	Normally within 2 years from commencement	£500,000 -	s106/ CIL	None	£650,777	Cheshire East Children's Services/School	Planning application submitted for 350

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
2 primary classrooms 2 secondary classrooms			of development.	£650,777 £500,000 - £980,561			£980,561	Organisation	dwellings - £684,000 sought through s106
Contributions for the expansion of a local school – equates to: 0.5 of a primary classroom 0.5 of a secondary classroom	SUB CS43: Radway Green North	To be confirmed	Normally within 2 years from commencement of development.	£125,000 - £162,694 £125,000 - £245,140	s106/ CIL	None	£162,694 £245,140	Cheshire East Children's Services/School Organisation	
New one form entry primary school (plus equalisation) shared between SL 6 and SL 7 5 secondary classrooms	CS 44, CS 45: Back Lane/Radnor and Congleton Business Park Extension, Congleton	To be confirmed	For a new school, this would normally be on site at the point when 250 to 300 houses have been completed. For an expansion, normally, within 2 years from the commencement of the development.	£3.2m £1.25m - £2,451,404	s106/ CIL	£165,000	3.035m £2,451,404	Cheshire East Children's Services/School Organisation	Planning permission for 180 dwellings
Contributions for expansion of local schools – equates to: 4 primary classrooms 7 secondary classrooms	CS 16, CS 17, CS46, CS47: Giantswood Lane to Manchester Road, Congleton West, Land North of Lamberts Lane, Congleton	To be confirmed	For a new school, this would normally be on site at the point when 250 to 300 houses have been completed. For an expansion, normally, within 2 years from the commencement of the development.	£1m - £1,301,555 £1.75m - £3,431,965	s106/ CIL	None	£1,301,555 £3,431,965	Cheshire East Children's Services/School Organisation	

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
Contributions for expansion of local schools - equates to: 1 primary classroom 1 secondary classroom	CS 47: Land at Tall Ash Farm, Congleton	To be confirmed	Normally within 2 years from commencement of development.	£250,000 - £325,389 £250,000 - £490,281	s106/ CIL	None	£325,389 £490,281	Cheshire East Children's Services/School Organisation	
New one form entry primary school to cover both sites? 2.5 secondary classrooms (just CS 17?)	CS16 & CS17; Manchester Road to Macclesfield Road, Congleton	To be confirmed	Normally within 2 years from commencement of development.	£3.2m £625,000 - £1,225,702	s106/ CIL	0	£3.2m	Cheshire East Children's Services/School Organisation	Planning permission for 45 dwellings Contribution being sought from current apps on Giantswood and Manc Road
Contributions for expansion of local schools - equates to: 1 classroom 1 secondary classroom	CS 25: Adlington Road, Wilmslow	To be confirmed	Normally within 2 years from commencement of development.	£250,000 - £325,389 £250,000 - £490,281	s106/ CIL	None £425,000	£325,389 £65,281	Cheshire East Children's Services/School Organisation	Planning permission for 193
Contributions for expansion of local schools - equates to: 0.5 of a primary classroom 0.5 of a secondary classroom	CS 26: Royal London, Wilmslow	To be confirmed	Normally within 2 years from commencement of development.	£125,000 - £162,694 £125,000 - £245,140	s106/ CIL	None	£162,694 £245,140	Cheshire East Children's Services/School Organisation	
New one form entry primary school 5.5 secondary classrooms	CS 35 and CS36: Land south of Prestbury Road, West of Upcast Lane/Cumber Lane, Wilmslow	To be confirmed	Normally within 2 years from commencement of development.	£3.2m £1.25m - £2,696,544	s106/ CIL	None	£3.2m £2,696,544	Cheshire East Children's Services/School Organisation	

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
Contributions for expansion of local schools - equates to: 3 primary classrooms 2.5 secondary classrooms	CS 61: Heathfield Farm, Wilmslow	To be confirmed	Normally within 2 years from commencement of development.	£750,000 - £976,166 £625,000 - £1,225,702	s106/ CIL	None	£976,166 £1,225,702	Cheshire East Children's Services/School Organisation	
Contributions for expansion of local schools - equates to: 2 primary classrooms 1 secondary classroom	CS 61: Little Stanneylands, Wilmslow	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £250,000 - £490,281	s106/ CIL	None	£650,777 £490,281	Cheshire East Children's Services/School Organisation	
Contributions for expansion of local schools - equates to: 1.5 primary classrooms 1 secondary classroom	CS 49: Land between Clay Lane and Sagars Road, Handforth	To be confirmed	Normally within 2 years from commencement of development.	£375,000 - £488,083 £250,000 - £490,281	s106/ CIL	None	£488,083 £490,281	Cheshire East Children's Services/School Organisation	
Contributions for expansion of local schools - equates to: 1.5 primary classrooms 1 secondary classroom	CS 59: Land South of Chester Road, Poynton	To be confirmed	Normally within 2 years from commencement of development.	£375,000 - £488,083 £250,000 - £490,281	s106/ CIL	None	£488,083 £490,281	Cheshire East Children's Services/School Organisation	
Contributions for expansion of local schools - equates to: 1 primary classroom 1 secondary classroom	CS 58: Land at Sprink Farm, Poynton	To be confirmed	Normally within 2 years from commencement of development.	£250,000 - £325,389 £250,000 - £490,281	s106/ CIL	None	£325,389 £490,281	Cheshire East Children's Services/School Organisation	
Contributions for expansion of local schools - equates to:	CS 57: Land adjacent to Hazelbadge Road, Poynton	To be confirmed	Normally within 2 years from commencement of development.	£250,000 - £325,389	s106/ CIL	None	£325,389	Cheshire East Children's Services/School Organisation	

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
1 primary classroom 1 secondary classroom				£250,000 - £490,281			£490,281		
Contributions for expansion of local schools - equates to: 2 primary classrooms 1.5 secondary classrooms	CS29: Alderley Park	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £325,000 - £735,421	s106/ CIL	None	£650,777 £735,421	Cheshire East Children's Services/School Organisation	
New two form entry primary school (or equivalent) 11.5 secondary classrooms	CS 30: North Cheshire Growth Village, Handforth East	To be confirmed	For a new school this would normally be on site at the point when 250 to 300 houses have been completed. For an expansion, normally, within 2 years from the commencement of the development.???	£6.4m £2.875m - £6,128,509	s106/ CIL	None	£6.4m £6,128,509	Cheshire East Children's Services/School Organisation	
Contributions for the expansion of local schools – equates to: 3 primary classrooms 2 secondary classrooms	CS 18: North West Knutsford	To be confirmed	Normally within 2 years from commencement of development.	£750,000 - £976,166 £500,000 - £980,561	s106/ CIL	None	£976,166 £980,561	Cheshire East Children's Services/School Organisation	
Contributions for the expansion of local schools – equates to: 3 primary classrooms 2 secondary	CS 50: Land south of Longridge, Knutsford	To be confirmed	Normally within 2 years from commencement of development.	£750,000 - £976,166 £500,000 - £980,561	s106/ CIL	None	£976,166 £980,561	Cheshire East Children's Services/School Organisation	

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
classrooms									
Contributions for expansion of local schools – equates to: 2 primary classrooms 1.5 secondary classrooms	CS 19: Parkgate Extension, Knutsford	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £325,000 - £735,421	s106/CIL	£390,000	£260,777 £735,421	Cheshire East Children's Services/School Organisation	Planning permission for 200 dwellings
Contributions for expansion of local schools - equates to: 3 primary classrooms 1 secondary classroom	CS 54: Brooks Lane, Middlewich	To be confirmed	Normally within 2 years from commencement of development.	£750,000 - £976,166 £250,000 - £490,281	s106/ CIL	None	£976,166 £490,281	Cheshire East Children's Services/School Organisation	<del>See below.</del>
Contributions for expansion of local schools - equates to: 2 primary classrooms 3 secondary classrooms	CS 20: Glebe Farm, Middlewich	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £750,000 - £1,470,842	s106/ CIL	None	£650,777 £1,470,842	Cheshire East Children's Services/School Organisation	Planning permission submitted for 450 dwellings – s106 refused on viability? 13/3449C
Contributions for expansion of local schools - equates to: 1.5 primary classrooms 1.5 secondary classrooms	CS 55; Warmingham Lane (Phase II), Middlewich	To be confirmed	Normally within 2 years from commencement of development.	£375,000 - £488,083 £375,000 - £735,421	s106/ CIL	None £300,000	£488,083 £435,421	Cheshire East Children's Services/School Organisation	Planning permission for 149 dwellings
Contributions for expansion of local schools - equates to: 3 primary classrooms 2 secondary	SUB 3153; Sutton Lane, Middlewich	To be confirmed	Normally within 2 years from commencement of development.	£750,000 - £976,166 £500,000 - £980,561	s106/ CIL	None	£976,166 £980,561		

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
classrooms									
Contributions for expansion of local schools - equates to: 7 primary classrooms 5.5 secondary classrooms	CS 21: Kingsley Fields, Nantwich	To be confirmed	Normally within 2 years from commencement of development.	£1.75m - £2,277,721 £1.25m - £2,696,544	s106/CIL	£2.277,721 £1.1m	0 £1,596,544	Cheshire East Children's Services/School Organisation	Planning application submitted for 1,100 dwellings
Contributions for expansion of local schools - equates to: 1 primary classroom 1 secondary classroom	CS 22: Stapeley Water Gardens, Nantwich	Phase 1 Development underway.	Normally within 2 years from commencement of development.	£250,000 - £325,389 £250,000 - £490,281	s106/CIL	£315,000 None	£10,389 £490,281	Cheshire East Children's Services/School Organisation	Planning permission for phase 2 -161 dwellings
Contributions for expansion of local schools - equates to: 2 primary classrooms 1.5 secondary classrooms	CS 24 & SHLAA 4920: Land adjacent to J17 of M6, south east of Congleton Road, Sandbach	To be confirmed	Normally within 2 years from commencement of development.	£500,000 - £650,777 £325,000 - £735,421	s106/ CIL	£290,000 £540,000	£360,777 £195,421	Cheshire East Children's Services/ school Organisation	Planning permission for 200 dwellings
Contributions for expansion of local schools - equates to: 0.5 primary classroom 0.5 of a secondary classroom – assumed half with other half below	CS 24 & SHLAA 4710; Land at Hawthorne Drive, Sandbach	To be confirmed	Normally within 2 years from commencement of development.	£125,000 - £162,694 £125,000 - £245,140	s106/ CIL	£100,000 £100,000	£62,694 £45,140	Cheshire East Children's Services/ school Organisation	Planning permission for 50 dwellings
Contributions for expansion of local schools - equates to:	CS24 & SHLAA 2627: Land remaining	To be confirmed	Normally within 2 years from commencement of development.	£250,000 - £325,389 £125,000 -	s106/ CIL	None £300,000	£325,389 -£54,860	Cheshire East Children's Services/ school	Planning application submitted for 146 dwellings

Project	Location	Status	Timescale of delivery	Estimated cost of provision	Funding sources	Committed funds (including CIL/S106 split)	Funding gap	Responsibility	Notes
1 primary classroom 0.5 of a secondary classroom – assumed remaining half of above				£245,140				Organisation	
<b>Total education funding gap of costed schemes</b>							<b>£103,815,750</b>		

Health									
NHS Eastern Cheshire CCG									
Primary Care Requirement – Macclesfield	Macclesfield	TBC	Medium (5-10 years)	£2,373,600*	Section 106/CIL/ Potential Health Funding	TBC	2,373,600	Health and care partners	Extra 4,300 houses being developed with an additional 9,890 patients. Potential of building an extra clinic to accommodate extra population increase, and to make efficiencies within existing premises to absorb additional patients
Primary Care Requirement - Congleton	Congleton	TBC	Medium (5 – 10 years)	£2,570,400	Section 106/CIL/ Potential Health Funding	TBC	£2,570,400	Health and care partners	Extra 4,657 houses being developed with an additional 10,711 patients. Options being looked at regarding expansion of existing premises/new premises to accommodate additional patients.



Primary Care Requirement – Handforth	Handforth	TBC	Medium (5 – 10 years)	£1,269,600	Section 106/CIL/ Potential Health Funding	TBC	£1,269,600	Health and care partners	Extra 2,300 houses being developed with an additional 5,290 patients. Options being looked at regarding expansion of existing premises/new premises to accommodate additional patients.**
Primary Care Requirement - Wilmslow	Wilmslow	TBC	Medium (5 – 10 years)	£524,400	Section 106/CIL/ Potential Health Funding	TBC	£524,400	Health and care partners	Extra 950 houses being developed with an additional 2,185 patients. Options being looked at regarding expansion of existing premises to accommodate additional patients.
Primary Care Requirement - Knutsford	Knutsford	TBC	Medium (5 – 10 years)	£552,000	Section 106/CIL/ Potential Health Funding	TBC	£552,000	Health and care partners	Extra 1000 houses being developed with an additional 2300 patients. Options being looked at regarding development of new premise to house all 3 practices and other care services to accommodate additional patients and provide improved service for existing.

Primary Care Requirement - Poynton	Poynton	TBC	Medium (5 – 10 years)	£380,100	Section 106/CIL/ Potential Health Funding	TBC	£380,100	Health and care partners	Extra 689 houses being developed with an additional 1584 patients. Options being looked at regarding expansion of existing premises/new premises to accommodate additional patients.**
Primary Care Requirement – Holmes Chapel	Holmes Chapel	TBC	Medium (5 – 10 years)	£341,100	Section 106/CIL/ Potential Health Funding	TBC	£341,100	Health and care partners	Extra 618 houses being developed with an additional 1421 patients. Options being looked at regarding expansion of existing premises/new premises to accommodate additional patients.

Notes for NHS Eastern Cheshire CCG projects information:

\*The estimated cost of provision does not include the cost of land, and only relates to the approximate capital cost. There are no revenue costs included.

\*\* Over the next 10 years over 900 two, three and four bedroom houses will be built on the former BAE systems aerodrome site in Woodford – known as the Woodford Garden Village. The proximity of this site to the Cheshire East border along with the existing and planned road infrastructure would indicate that a substantial proportion of the (estimated c2,000) residents within these homes would register with GP Practices within Eastern Cheshire – namely Handforth and Poynton. The costings indicated in this table do not take into account the additional pressure this population would bring.

NHS South Cheshire CCG									
Primary Care Requirement – Crewe	Crewe	TBC	Medium (5-10 years)	£4,443,600*	Section 106/CIL/ Potential Health Funding	TBC	£4,443,600	Health/Local Authority/Building Developer	Extra 8,000 houses being developed with an additional 19,000 patients. Potential of building an extra clinic to accommodate extra, and to make efficiencies within existing premises to absorb additional patients
Primary Care Requirement - Alsager	Alsager	TBC	Medium (5 – 10 years)	£1,161,300*	Section 106/CIL/ Potential Health Funding	TBC	£1,161,300	Health/Local Authority/Building Developer	Extra 2,000 houses being developed with an additional 5,000 patients. Options being looked at regarding expansion of existing premises/new premises to accommodate additional patients.
Primary Care Requirement - Middlewich	Middlewich	TBC	Medium (5 – 10 years)	£1,104,000*	Section 106/CIL/ Potential Health Funding	TBC	£1,104,000	Health/Local Authority/Building Developer	Extra 2,000 houses being developed with an additional 5,000 patients. Options being looked at regarding expansion of existing premises/new premises to accommodate additional patients.

Primary Care Requirement - Nantwich	Nantwich	TBC	Medium (5 – 10 years)	£1,203,912*	Section 106/CIL/ Potential Health Funding	TBC	£1,203,900	Health/Local Authority/Building Developer	Extra 2,000 houses being developed with an additional 5,000 patients. Options being looked at regarding expansion of existing premises/new premises to accommodate additional patients.	
Primary Care Requirement - Sandbach	Sandbach	TBC	Medium (5 – 10 years)	£1,628,952*	Section 106/CIL/ Potential Health Funding	TBC	£1,628,900	Health/Local Authority/Building Developer	Extra 3,000 houses being developed with an additional 7,000 patients. Options being looked at regarding expansion of existing premises/new premises to accommodate additional patients.	
Notes for NHS South Cheshire CCG projects information:										
*The estimated cost of provision does not include the cost of land, and only relates to the approximate capital cost. There are no revenue costs included.										
<b>Total health funding gap of costed schemes</b>							<b>£17,552,900</b>			

Recreation and sporting facilities									
Additional health and fitness accommodation and improvements to main entrance and reception area	Alsager	To be confirmed	Unknown	£1.0m	Developer	None	£1.0m	Cheshire East Council in partnership with the Leisure Trust	
Leisure Centre	Congleton	To be confirmed	Unknown	£8.8m	Council's Capital Programme	£8.8m	Fully funded	Cheshire East Council in partnership with the Leisure Trust	
Sports and recreation hub at Back Lane	Congleton	In masterplan	In line with associated housing development	£3m	Developer	None	£3m	Developer	
Sports and recreation hub on the south of town	Crewe	To be confirmed	Unknown	£3m	Develop	None	£3m	Developer	
Sports and recreation hub on the north west side of town at Leighton	Crewe	To be confirmed	In line with associated housing development	£3m	Developer	None	£3m	Developer	
Additional dry leisure provision to serve the south and east of Macclesfield	Macclesfield	To be confirmed	Unknown	£3m	Unknown	None	£3m	Cheshire East Council in partnership with the Leisure Trust	
Investment in Leisure Centre and athletics stadium	Macclesfield	To be confirmed	Unknown	£4m	Unknown	None	4m	Cheshire East Council in partnership with the Leisure Trust	
Sports and recreation hub	North Cheshire Growth Village	To be confirmed	In line with associated housing development	£3m	Developer	None	£3m	Developer	
<b>Total recreation and sporting facilities funding gap of costed schemes</b>								<b>£20,000,000</b>	

6.94 The total funding gap for social infrastructure is about £138,270,750

## Green

- 6.95 Green Infrastructure is vital to our economic, environmental and community wellbeing through providing the setting for healthy and sustainable communities, enhancing and creating a sense of place, providing ecosystem services and helping to adapt to a changing climate.
- 6.96 The Council aims to deliver a good quality, and accessible network of green spaces for people to enjoy, providing for healthy recreation and biodiversity and continuing to provide a range of social, economic and health benefits. Any development should contribute to the creation of a good quality, integrated and accessible multi-functional network of green spaces.

## Open spaces

- 6.97 The provision of open space and facilities for outdoor sport and recreation helps underpin people's quality of life. In a modern, equitable and fair society it is critical that the community's need for well-maintained and designed, publicly accessible open spaces, sports, leisure and recreation facilities, in the right location, are met and adequately addressed. Amenity open space can help give form to the development and create an attractive and varied residential environment. It can be designed as purely a visual feature using landscaping and planting or it can be more open and multi-functional, with potential for informal and formal recreational use.

### Allotments

- 6.98 Although there is a need for allotments in the Borough the provision of these is not thought to be strategic and can be included as a requirement for the development of individual sites through the planning application process.

### Amenity open space

- 6.99 Although there is a need for amenity open space in the Borough the provision of these is not thought to be strategic and can be included as a requirement for the development of individual sites through the planning application process.

## 7. Conclusion

7.1 There are very few schemes in the various Infrastructure Delivery Schedules that are fully funded. Therefore, there are significant funding gaps for the different infrastructure types, which are listed in Table 6. The funding gap is the difference between the cost of the infrastructure and the amount of funding received for it. It should be borne in mind that the costings of several projects are yet to be confirmed and therefore the funding gap is likely to be greater than that indicated in Table 6.

Category	Type	Funding Gap
Physical	Transport	£230,450,000 to £308,422,000
	Energy	£930,000 to £1,140,000
	Water	£15,000
	ICT/digital	£0
Social	Education	£103,815,750
	Health	£17,552,900
	Community facilities	£0
	Recreation and sporting facilities	£20,000,000
Green	Open spaces	£0
<b>Total</b>		<b>£372,763,650 to £450,945,650</b>

**Table 6: Infrastructure funding gaps**

7.2 It is recognised by the Council that the funds needed to cover the funding gap cannot all come from developer contributions and therefore other funding sources need to be investigated; these have been indicated in the various Infrastructure Delivery Schedules.

## 8. Glossary

<b>Community Infrastructure Levy</b>	A levy allowing Local Authorities to raise funds from owners or developers of land undertaking new building projects in their area.
<b>Community Strategy</b>	A strategy prepared by a Local Authority to improve local quality of life and aspirations, under the Local Government Act 2000.
<b>Core Strategy</b>	Now superseded term for a Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy (see Local Plan Strategy).
<b>Development Plan</b>	This includes adopted Local Plans and Neighbourhood Plans, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004.
<b>Development Plan Documents</b>	<p>These are prepared by Local Planning Authorities and outline the key development goals of the Local Plan.</p> <p>Development Plan Documents include the Core Strategy, Local Plan Strategies and, where needed, Area Action Plans. There will also be an Adopted Policies Map that illustrates the spatial extent of policies that must be prepared and maintained to accompany all Development Plan Documents.</p> <p>All Development Plan Documents must be subject to rigorous procedures of community involvement, consultation and independent examination, and adopted after receipt of the Inspector's report. Once adopted, development management decisions must be made in accordance with them unless material considerations indicate otherwise.</p>
<b>Infrastructure</b>	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
<b>Key Service Centre</b>	Towns with a range of employment, retail and education opportunities and services, with good public transport. The Key Service Centres are Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and



Wilmslow.

<b>Local Plan</b>	The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the Development Plan Documents adopted under the Planning and Compulsory Purchase Act 2004. Current Core Strategies or other planning policies, which under the regulations would be considered to be Development Plan Documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
<b>Local Plan Strategy</b>	A Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy.
<b>Local Planning Authority</b>	The public authority whose duty it is to carry out specific planning functions for a particular area. All references to Local Planning Authority apply to the district council, and the National Park Authority, to the extent appropriate to their responsibilities.
<b>Local Service Centre</b>	Smaller centres with a limited range of employment, retail and education opportunities and services, with a lower level of access to public transport. The Local Service Centres are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury.
<b>National Planning Policy Framework</b>	A document that sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that is it relevant, proportionate and necessary to do so. It provides a framework within which local people and their accountable Council's can produce their own distinctive Local and Neighbourhood Plans, which reflect the needs and priorities of their communities.
<b>Principal Town</b>	The largest towns with a wide range of employment, retail and education opportunities and services, serving a large catchment area with a high level of accessibility and public transport. The Principal Towns are Crewe and Macclesfield.

## 9. Appendix - Local Infrastructure Plan: Baseline Report 2011 Summary

9.1 This Appendix summarises the finds of the baseline work at what was the current position at the time the report was published in 2011. For the key development delivery related infrastructure covered in the Infrastructure Delivery Plan, the baseline position was updated to 2013 as part of the assessment of considering future needs. Since 2011 some of the projects are now not being pursued, including all four lifestyle centres and a Public Arts Strategy has not yet been developed. The Cheshire East Open Spaces Assessment<sup>14</sup> has now been completed. Of the five proposed doctor's surgery projects, the new premises at Scholar Green and extensions at Oaklands, Middlewich have been completed. It is anticipated that the replacement GP premises at Alderley Edge will commence in 2014. These are historic development proposals to mitigate pre-existing requirements.

Category	Capacity issues
Green Infrastructure	<p>The following priorities have been identified through the green infrastructure planning process:</p> <ul style="list-style-type: none"> <li>• Priority areas for creating a setting for urban and rural prosperity, namely Crewe and Macclesfield.</li> <li>• Priority areas for enhancing the visitor experience and economy, particularly for the Weaver Valley and Waterways; Macclesfield Canal; Middlewich – Trent and Mersey Canal; Bollin and Dane river valleys; and the Peak Park fringe – Macclesfield Forest.</li> <li>• Priority areas for building healthier communities in Crewe, Macclesfield and Wilmslow.</li> <li>• Maintaining and enhancing quality of existing places, particularly in Nantwich, north-east Cheshire, the Peak Park Fringe, the Weaver Valley and the Macclesfield/Trent/Shropshire Canals.</li> <li>• Priority areas for adapting to and mitigating the effects of climate change, which would encompass all the main urban centres.</li> <li>• The Cheshire East Open Space Assessment will provide further information on local capacity issues upon</li> </ul>

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[http://www.cheshireeast.gov.uk/environment\\_and\\_planning/planning/spatial\\_planning/research\\_and\\_evidence/open\\_spaces\\_assessment.aspx](http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/open_spaces_assessment.aspx)

Category	Capacity issues
	completion.
Utilities	<ul style="list-style-type: none"> <li>• Opportunities for renewable energy provision need to be maximised across Cheshire East; the renewable energy study should assist in this area.</li> <li>• Gas storage is a significant issue in the UK; there have been projects for gas storage in former brine cavities. There may be pressure for further facilities of this nature to be developed.</li> <li>• There are no major issues identified in terms of water supply and waste water management in Cheshire East.</li> <li>• The Council has completed a Preliminary Flood Risk Assessment, which identified no indicative significant areas of flood risk in Cheshire East.</li> </ul>
Transport	<ul style="list-style-type: none"> <li>• The Strategic Road Network in Cheshire East is under considerable stress with Junctions 17 to 19 of the M6 operating 30 to 50% over capacity, and Junctions 16 to 17 and 19 to 20 operating 10 to 30% over capacity.</li> <li>• The M56 is operating over capacity between Junctions 6 and 7 along with the A56.</li> <li>• The Environment Development Panel identified a number of problems in relation to freight movements in Cheshire East: <ul style="list-style-type: none"> <li>• Traffic using residential streets in urban areas to avoid congestion at junctions on main roads.</li> <li>• Increasing use of unsuitable local roads in rural areas to avoid congestion on strategic routes.</li> <li>• Congestion is experienced along the M6 and M56.</li> <li>• There is increasing concern that local communities in both urban and rural areas are suffering from the negative effects of traffic, including problems of road safety, poor air quality, noise, severance and visual intrusion.</li> <li>• In rural areas, where traffic growth is greater than in other areas, the loss or fragmentation of tranquil areas and light pollution are issues of concern.</li> <li>• There is currently only limited scope for constructing new roads or major improvements to existing routes. Greater emphasis is required on managing and making the most effective use of the existing road network.</li> </ul> </li> <li>• The public transport network is more concentrated in urban areas and less concentrated in rural areas of the Borough.</li> <li>• Rural settlements have the worst public transport travel times to key services.</li> </ul>

Category	Capacity issues
	<ul style="list-style-type: none"> <li>• High Speed rail link is proposed to be directed through Cheshire East.</li> <li>• The West Coast Main Line has varying capacity usage. A key issue is that the sections where there is capacity for growth are generally not linked up to provide a completely available route for a service.</li> <li>• Extensions to the operational area of Manchester Airport are proposed to accommodate the Airport's strategic aims.</li> <li>• There are no capacity issues for the inland waterways, however the effects that significant developments have on the canal network should be recognised.</li> </ul>
Health	<ul style="list-style-type: none"> <li>• Five projects for new doctor's surgeries had been proposed by the Primary Care Trust, however, funding shortfalls and uncertainty regarding the future organisational structure of the NHS has led to some of these projects being postponed.</li> <li>• The two main hospitals have indicated the need for enhancements to their supporting infrastructure.</li> </ul>
Emergency Services	<ul style="list-style-type: none"> <li>• Capacity issues with specific police stations are addressed by town; no strategic level capacity issues have been notified to the Council.</li> <li>• Despite the rural nature of the area, the fire service meets and exceeds their emergency response time targets.</li> <li>• There are general concerns regarding the age and condition across the ambulance service's stock of stations.</li> </ul>
Education	<ul style="list-style-type: none"> <li>• A Childcare Sufficiency Assessment is being developed to determine further needs in relation to early years provision. It is anticipated that there may be deficits in provision for rural areas.</li> <li>• Children's services are rationalised. The number of designated centres will be reduced to 13, with a number of facilities retained as 'outreach bases'.</li> <li>• 29 primary schools across the area are exceeding their capacity; a further 30 have surplus capacity of 15% or higher.</li> <li>• There are six secondary schools currently exceeding their capacity.</li> <li>• Reaseheath College is currently being redeveloped in phases to accommodate existing and future student needs.</li> <li>• Manchester Metropolitan University is consolidating its Cheshire campus into a single location in Crewe.</li> </ul>

Category	Capacity issues
Culture and Leisure	<ul style="list-style-type: none"> <li>• The Council is in the process of producing a Public Art Strategy.</li> <li>• There are no local standards to assess the sufficiency of cultural facilities. Retail and leisure studies indicate that there is capacity for additional cinema screens in the area.</li> <li>• Across the whole of Cheshire there will be capacity for seven to nine cinema screens by 2026. It is noted that there is a particular shortage of provision in the northern part of Cheshire East, where the market share for cinema trips is very low.</li> <li>• Library provision currently roughly equates to national standards in quantitative terms; however the condition and location of some assets may lead to the need for the reconfiguration of services. Archive provision is below the national benchmark.</li> <li>• The area is reliant on neighbouring towns for some sports provision (notably indoor tennis facilities).</li> <li>• Lifestyle Centres are the preferred model for future provision of culture, sports and leisure facilities.</li> </ul>
Community Facilities	<ul style="list-style-type: none"> <li>• There has been a planning permission in the past to increase the capacity at Styal prison; this was granted in 2004.</li> <li>• Demographic trends and changes to service delivery have significant implications for social services infrastructure. Consultation on a long-term vision for adult social care looks at the possibility of providing services based around the following locations/facilities: <ul style="list-style-type: none"> <li>• Four Local Independent Living Teams integrated with Health (SMART).</li> <li>• Two Independent Living Centres (north/south).</li> <li>• Two Dementia Care Centres (north/south).</li> <li>• Four High-dependency care services sensitively supporting older people, people living with dementia or complex learning or physical disabilities.</li> <li>• A central specialist respite facility base at Mountview for people with complex learning disabilities.</li> <li>• Four Lifestyle Centres</li> </ul> </li> <li>• The age of the building stock of some social services infrastructure is becoming an issue.</li> </ul>

**Table 7: Summary of Infrastructure Capacity Provision in Local Infrastructure Plan: Baseline Report 2011**