

# Chapel and Hill Chorlton, Maer and Aston, and Whitmore Neighbourhood Development Plan

January 2019

Volume I: Strategic context, Local Green Space designations and policies



Protecting rural character while allowing  
for appropriate development



**your  
neighbourhood  
plan**



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## Acknowledgements

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## Abbreviations

ACRE	Action with Communities in Rural England
Chorlton parish	Chapel and Hill Chorlton parish
CSS	Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy 2006–2026
DCLG	Department for Communities and Local Government
Defra	Department for Environment, Food and Rural Affairs
HCA	Heritage and Character Assessment
HER	Historic Environment Record
HNA	Housing Needs Assessment
HS2	High Speed 2
HTP	Housing Technical Paper
JLP	Stoke-on-Trent and Newcastle-under-Lyme Joint Local Plan
LPA	local planning authority
LLTI	limiting long-term illness
LWS	Local Wildlife Site
Maer parish	Maer and Aston parish
NA	Neighbourhood Area
NCA	National Character Area
NPPF	National Planning Policy Framework
NuL	Newcastle-under-Lyme
OAN	objective assessment of need
PRoW	Public Right of Way
RIGS	Regionally Important Geological/geomorphological Site
SBAP	Staffordshire Biodiversity Action Plan

Abbreviations

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SCC	Staffordshire County Council
SoT	Stoke-on-Trent
SPG	Special Planning Guidance
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage System
TCA	Townscape Character Appraisal
WCML	West Coast Mainline

# Introduction

Content of this introduction:

- I.1 Sustainable development
- I.2 Legal requirements
- I.3 The Neighbourhood Area
- I.4 Purpose of the Neighbourhood Development Plan
- I.5 Scope
- I.6 The Neighbourhood Plan process
- I.7 The Local Plan
- I.8 Vision and aims of the Neighbourhood Plan
- I.9 Structure of this Neighbourhood Plan

## I.1 Sustainable development

The Neighbourhood Development Plan for the parishes of Chapel and Hill Chorlton, Maer and Aston, and Whitmore will set the direction of sustainable development for the three parishes until 2033 and has been brought forward under the Localism Act 2011, which aims to give local people more say in the future use of land in their parishes or neighbourhoods.

The meaning and implications of sustainable development are defined in the National Planning Policy Framework 2018 (NPPF). Paragraph 8 of the NPPF states that

Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways,

and defines those three objectives as economic, social and environmental.

Paragraph 9 of the NPPF states that

Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

‘So that sustainable development is pursued in a positive way’, a ‘presumption in favour of sustainable development’ is therefore ‘at the heart’ of the NPPF (para. 10).

The NPPF makes clear the role of neighbourhood plans in delivering sustainable development:

The application of the presumption has implications for the way communities engage in neighbourhood planning. Neighbourhood plans should support the

delivery of strategic policies contained in local plans or spatial development strategies; and should shape and direct development that is outside of these strategic policies.

Para. 13

At the same time, the NPPF (para. 29) is clear that ‘Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.’ Nonetheless,

Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan.

Para. 29

### ***1.1.1 Six decades of unsustainable development***

Over a period of almost 60 years the communities of the Neighbourhood Area (NA) of Chapel and Hill Chorlton, Maer and Aston, and Whitmore have not seen ‘sustainable solutions’ that ‘take local circumstances into account, to reflect the character, needs and opportunities’ of the area. The ‘three overarching objectives’ of sustainable development have not been in evidence. Local planning policy and decisions from the late 1950s to the present have encouraged an essentially urban-oriented population, dependent on urban services, into a highly rural area and have not attended to the need of maintaining a thriving rural economy and society. A focus on housing development in Baldwins Gate, Whitmore Heath and Madeley Park Wood and the creation of dormitory settlements has created unsustainable development. Contrary to the common expectations of planning policy, population growth has not sustained local services: a long-established grocery store in Baldwins Gate closed down and was subsequently demolished to make way for a housing development; mobile shops no longer visit the NA’s settlements; bus services across the NA, including routes that once served the smaller settlements, either were withdrawn long ago or have been severely reduced.

The data from census and other government sources on employment, travel and transport and access to key services that is presented in **Chapter 4** evidences the urban orientation of

a large proportion of the NA's population and its high dependence on the urban area. This is complemented by data collected through the Residents' Survey in August–September 2016.

The infrastructure of the village of Baldwins Gate, the NA's main settlement, has failed to keep pace with either planned or unplanned residential growth. The loss of a grocery store, mobile shops and bus services have already been mentioned. Community facilities and infrastructure development during six decades have comprised the provision of a primary school in Baldwins Gate (opened in 1968 and coinciding with the closure of 3 small village schools in neighbouring settlements); the upgrading of the Baldwins Gate sewerage works in 1999–2000, at the time when the settlement's two most recent estates were built; and work on the NA's village halls, financed by residents' voluntary contributions and grant funding. Growth in private car and commercial vehicle traffic on the A53 led to the installation of a pedestrian crossing at the eastern end of Baldwins Gate in the late 1990s, followed by a pedestrian crossing in Whitmore village and a roundabout at the A53/A5182 junction, the latter two developments being the result of local community pressure.

### ***1.1.2 A prosperous rural economy***

Over the same period, changes in the agricultural economy and the social organisation of the countryside have led to a sharp decline in or the demise of traditional employment opportunities for rural dwellers. Although the leisure and tourism base of the local economy has grown, especially since the mid-1990s, and provides some local employment, local planning policy and decisions have generally not supported the adjustment and renewal of the local rural economy and have not encouraged the development of new rural businesses and employment opportunities. The low level of low-cost and/or affordable housing in the NA and the running-down of the public transport system over many decades mean difficulties for employers in sourcing staff locally from within the NA.

The NPPF is clear that the planning system should support a prosperous rural economy:

Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;
- b) the development and diversification of agricultural and other land-based rural businesses;

c) sustainable rural tourism and leisure developments which respect the character of the countryside; and

d) the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

Para. 83

Part and parcel of a prosperous rural economy is not just the development and diversification of rural businesses, but the provision of low-cost and/or affordable housing to meet the needs of people working in the rural economy and to enable them to live in the area where they work. This is an essential aspect of sustainable development in the rural area that has been sorely neglected by local planning policy and decision making.

### ***1.1.3 Plan-led sustainable development***

The Neighbourhood Development Plan provides opportunities to establish policies and initiate actions to curtail the trend of unsustainable development and embrace a plan-led, sustainable development pattern in the NA.

The opportunities and the greater needs to achieve sustainable development in the NA are for:

(i) economic development to create the types of jobs and businesses that the NA can sustain and that can sustain the NA

(ii) a focus on providing dwelling types and low-cost and/or affordable housing that will enable those who work in the rural economy and who provide services to the local population to live close to their work in the NA

(iii) provision of dwelling types suitable for those older members the NA's population who wish to remain in the NA but who need either to downsize or to move into sheltered or serviced accommodation.

Remediating the effects of nearly six decades of poor planning is a long-term project that will not be accomplished over the period of a single Neighbourhood Plan, but that can be built on and achieved over successive plans.

## **I.2 Legal requirements**

The Localism Act 2011 sets out important legal requirements for Neighbourhood Development Plans. In accordance with the legislation, the Neighbourhood Plan must meet the following basic conditions:

- have regard to national policies and advice contained in guidance issued by the Secretary of State, namely the National Planning Policy Framework and National Planning Policy Guidance
- contribute to the achievement of sustainable development
- be compatible with European Union and European Convention on Human Rights obligations
- be in general conformity with the strategic policies of the development plan for the area.

In relation to the latter, the Chapel and Hill Chorlton, Maer and Aston, and Whitmore Neighbourhood Development Plan must reflect the strategic policies of the adopted Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy 2006–2026 (adopted October 2009), the saved policies of the Newcastle-under-Lyme Local Plan 2011 and the emerging Stoke-on-Trent and Newcastle-under-Lyme Joint Local Plan 2013–2033 (examination currently planned for April 2020).

Within these constraints, the Neighbourhood Plan still gives the opportunity for local people to have control over the future of their parishes by actively planning where other development should go and what benefit it would bring to the area. It can provide for community facilities commensurate with the needs of the resident population and it can improve and increase the local environmental and recreational resources of the area for the benefit of their health and well-being.

It can also incorporate other wider policies that go beyond land use considerations and demonstrate support for wider strategic improvements.

## **I.3 The Neighbourhood Area**

The NA is the area that will be covered by the Neighbourhood Plan. It comprises the civil parishes of Chapel and Hill Chorlton, Maer and Aston, and Whitmore and is the same as the

area defined in the NA application submitted to Newcastle-under-Lyme (NuL) Borough Council on 2 July 2015. The NA was formally designated by the Borough Council on 16 September 2015. The Council's decision empowers the three parish councils to produce a Neighbourhood Plan for the area. The NA is shown in **Map 1**.

The lead parish council for the Neighbourhood Plan is Whitmore Parish Council.

#### **I.4 Purpose of the Neighbourhood Development Plan**

Neighbourhood Development Plans are part of the statutory planning system. This means that when decisions are made on planning applications the policies and proposals of the Neighbourhood Plan must be taken into account by the local planning authority (LPA), in this case NuL Borough Council.

The NPPF states:

Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

Para. 47

Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted.

Para. 12

Neighbourhood Plans are a new type of statutory plan. Not only are they intended to be produced by local people for their own areas, but they must also be agreed through a referendum of the people living in the area. Unlike national planning policy, which is approved by Parliament, or district planning policy, which is approved by the local authority, a Neighbourhood Plan must be the subject of a vote by residents of the area covered by the Plan.

This Neighbourhood Plan will be a statutory planning policy document, supported by a majority of local people, that will enable the parishes of Chapel and Hill Chorlton, Maer and Aston, and Whitmore to have a greater and more positive influence over how the NA develops during the plan period of 2013–2033.

## **I.5 Scope**

While the purpose of Neighbourhood Plans is to allow local people to have a greater say in the development of their area, each Neighbourhood Plan must be in line with and not contradict higher-level planning policy. It is a legal requirement for Neighbourhood Plans to have appropriate regard to the NPPF and to be in general conformity with local strategic policy. A key implication of these requirements is that where the Local Plan has a growth allocation for an area the Neighbourhood Plan must provide scope for at least the level of growth specified in the Local Plan (see below, [section 7](#), 'The Local Plan').

Because the Neighbourhood Plan will be part of the statutory development plan for the area it may deal only with the same range of matters as all other statutory development plans, namely the development and use of land. Other matters, such as the promotion of events, social and community activities, advisory support for businesses etc. and matters that are covered by separate legislation, such as highway matters and national infrastructure projects, cannot be dealt with in the Neighbourhood Plan.

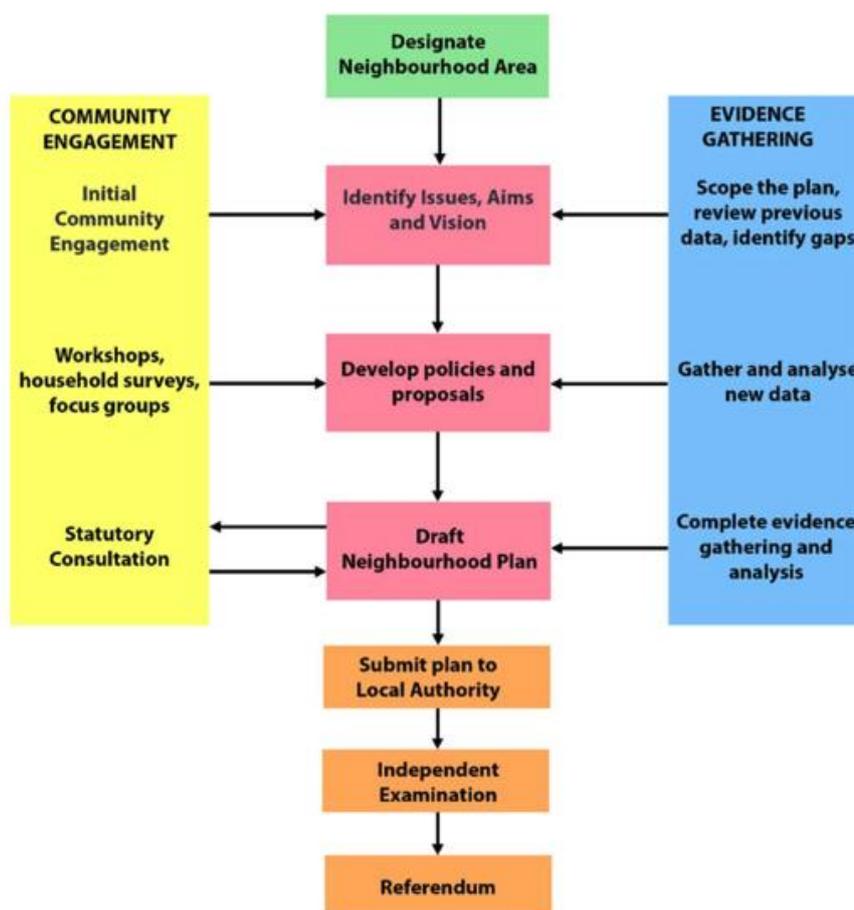
## **I.6 The Neighbourhood Plan process**

The Neighbourhood Plan process is set out in the Neighbourhood Planning (General) Regulations 2012. These define the main stages that a Neighbourhood Plan must go through before it is voted on at the referendum. Neighbourhood Plans that do not closely follow the Regulations in the way they are produced may be vulnerable to legal challenge at a later date.

### ***1.6.1 Main stages of the process***

The diagram on the next page illustrates the main stages in preparing the Chapel and Hill Chorlton, Maer and Aston, and Whitmore Neighbourhood Development Plan.

Neighbourhood plans must be based on relevant evidence about the NA (the three parishes of Chapel and Hill Chorlton, Maer and Aston, and Whitmore) and must reflect the views of the local community. The parish councils that appointed the Neighbourhood Plan Steering Group have therefore been careful to gather the necessary evidence to inform the Neighbourhood Plan and underpin its policies.



The Neighbourhood Plan itself has been led by the Neighbourhood Plan Steering Group, comprised of parish councillors representing the three parishes and members of the community, also representing the three parishes. In producing this draft Neighbourhood Development Plan the Steering Group has been supported by neighbourhood planning specialists Urban Vision Enterprise CIC. Throughout the process the Steering Group has liaised with NuL Borough Council and Staffordshire County Council (SCC), who have provided practical assistance, advice on key issues such as strategic local policy and supporting evidence.

The Steering Group has organised and delivered informal consultation events and a Residents' Survey to gauge local opinion at key stages in the production of the Neighbourhood Plan. In addition, a Neighbourhood Plan must be the subject of a 6-week period of statutory consultation in the local community before it can be submitted to the LPA. This is the stage when views about the Neighbourhood Plan are formally recorded and

responded to, and anyone wishing to make comments must use this opportunity to register them.

During the formal consultation parish councils must advertise that the draft Neighbourhood Plan is available for people to inspect and comment on. Publicity should notify people where they may see a copy of the Neighbourhood Plan, the deadline for comments and where they should be submitted to. In the case of the present Plan, details and all relevant documents were available on the three Parish Council websites and the dedicated Neighbourhood Plan website ([www.cmaw-neighbourhoodplan.org](http://www.cmaw-neighbourhoodplan.org)), and forms were available for people to register their comments both on paper and online.

After the formal consultation period all the representations received must be considered and responded to. This will include making appropriate modifications to the draft Neighbourhood Plan.

The amended Neighbourhood Plan must then be submitted to the local planning authority, along with a Consultation Statement and a Basic Conditions Statement, explaining how the Neighbourhood Plan satisfies the defined legal requirements.

It is the planning authority's duty to check whether the Neighbourhood Plan has followed the proper legal process and has met the legal requirements for consultation and publicity. If it is satisfied in this regard, it will then publish the Neighbourhood Plan and invite representations from the public and from statutory consultees. At this stage comments must focus on whether the Neighbourhood Plan satisfies the basic legal conditions.

Following the 6-week publicity period planning authority will appoint an independent examiner, with the agreement of the parish councils, to consider the Neighbourhood Plan and any representations made at this stage. The independent examiner's duty is limited to considering whether the Neighbourhood Plan meets the basic conditions. This means that there is little scope to alter the content of the Neighbourhood Plan at this stage.

The independent examiner will prepare a report, which can recommend either that the Neighbourhood Plan proceeds to a referendum, or that it proceeds to a referendum with appropriate modifications. If the examiner concludes that the Neighbourhood Plan does not

meet the basic conditions he or she will recommend that it does not proceed to a referendum.

If the examiner finds the present Neighbourhood Plan to be satisfactory, with modifications if necessary, then NuL Borough Council will arrange for a referendum to take place. All people on the electoral register who live in the NA (Chapel and Hill Chorlton, Maer and Aston, and Whitmore parishes) will be entitled to vote in the referendum.

If more than 50% of the votes cast support the Neighbourhood Plan, then the Borough Council will bring the plan into force through a simple resolution of the Council.

### ***1.6.2 Community engagement***

Community engagement is an essential part of the neighbourhood planning process.

In spring 2015 community members approached the 3 parish councils of Chapel and Hill Chorlton, Maer and Aston, and Whitmore to present the case for preparing a Neighbourhood Development Plan to cover the three parishes. As a result, the parish councils jointly formed an intention to make a Neighbourhood Plan. In June 2015 residents of the 3 parishes were invited to a public meeting at which their views on the parish councils' intention were sought. Following presentations and a question and answer discussion session the meeting gave its support to the parish councils' proposal.

Following this, an application for designation of the NA of Chapel and Hill Chorlton, Maer and Aston, and Whitmore was submitted to NuL Borough Council and the NA was designated on 16 September 2015.

#### ***1.6.2.1 Roadshows***

To launch the process of opinion gathering and community engagement with the Plan a series of Roadshows were held across the NA in November and December 2015. These took the form of a presentation and information displays followed by open discussion of issues raised in the presentation and other issues brought forward by participants. The Roadshows and issues raised were reported in a series of blog articles on the Neighbourhood Plan website.

Two further community events took place in March 2016. The first was a Roadshow at Baldwins Gate primary school, to which all parents received a printed invitation, and the

second was a stand at a parish Information Day event held by Whitmore Parish Council. In advance of the Information Day leaflets were distributed to every household in the NA.

Also in March 2016, publicity banners for the Neighbourhood Plan were set up at 6 strategic locations in the NA.

### **The Neighbourhood Map, displayed at community engagement and consultation events**



#### *1.6.2.2 Residents' Survey*

A Residents' Survey was conducted in August–September 2016 and is the subject of a separate report. Distribution of the questionnaire to households was preceded by publicity in local newsletters and 2 publicity banners were set up at strategic locations in the NA, on the A51 and A53. Towards the end of the survey period reminder leaflets were distributed throughout the NA and e-mail reminders were sent to e-mail list subscribers.

Also in September 2016, the Steering Group organised a stand at the 'Family Fun Day' organised by Whitmore Parish Council. The event coincided with work on a Heritage and

Character Assessment of the NA and the stall focused on engaging the community with local heritage and seeking information and comment.

The entire NA was leafleted in December 2016 and preliminary results from the Residents' Survey were reported.

In March 2017 a second series of Roadshows was held across the NA to report in detail on the results of the Residents' Survey and seek residents' views on the proposed vision and aims for the Neighbourhood Plan. These Roadshows took the same format as the previous series of events, with a presentation, information displays and open discussion. After the

#### **Roadshows at Maer, Aston and Whitmore village halls in March 2017**



Roadshows a leaflet about the vision and aims of the plan and an article reporting on the Roadshows were distributed across the NA.

#### ***1.6.2.3 Local Green Space consultation***

A local consultation on Local Green Space was held for 3 weeks in August 2017 and included 2 drop-in consultation sessions held in the village halls at Whitmore and Maer.

### Displays set up for Local Green Space drop-in sessions



#### *1.6.2.4 Regulation 14 pre-submission consultations*

A Regulation 14 Pre-submission consultation was held for 6 weeks, from 19 June to 31 July 2018. The consultation was formally advertised before its commencement and during the entire 6-week period on all parish council noticeboards in the NA, and on the parish council websites and the Neighbourhood Plan website. Banners were displayed at 2 key locations on the A51 and A53. Each household in the NA received a 16-page booklet containing the colour-coded text of the Plan policies and details of how to participate in the consultation, and 2 copies of a paper response form. An e-mail notification was distributed to people who were signed up to the Neighbourhood Plan e-mail list. Notification was also given on Twitter. Printed copies of the Plan were available for inspection at 4 locations in the NA and at NuL Borough Council's Customer Service centre in NuL town centre. The Plan was also available to read online or download via the parish council and Neighbourhood Plan websites, and a form for online responses was available. The e-mail notices also contained

### Display set up for June 2018 Local Consultation drop-in session



links to the Plan and response form. A drop-in event was held one afternoon and early evening at Whitmore village hall, which is the most centrally located community hall in the NA. A total of 62 consultation responses were received from residents.

Several days prior to the commencement of the consultation notifications were sent to a list of statutory and non-statutory consultees supplied by NuL Borough Council. Nine responses were received from consultees.

Following review of the consultation responses and amendments to the Plan, Steering Group representatives and the planning consultant met with a planning policy officer at NuL Borough Council to discuss the proposed amendments to the policies.

Due to a significant amendment to the Plan it was decided to hold a second Regulation 14 Pre-submission consultation, from 19 September to 31 October 2018. The consultation was again formally advertised before its commencement and during the entire 6-week period on all parish council noticeboards in the NA, and on the parish council websites and the Neighbourhood Plan website. Each household in the NA received a flier informing them of the new consultation and providing details of how to participate. An e-mail notification was distributed to people who were signed up to the Neighbourhood Plan e-mail list. Printed copies of the Plan were available for inspection at 3 locations in the NA. The Plan was also available to read online or download via the parish council and Neighbourhood Plan websites, and a form for online responses was available. The e-mail notices also contained links to the Plan and response form. A drop-in event during the consultation took the form of a stall at the annual Information Day and Autumn Fayre held by Whitmore Parish Council

### Neighbourhood Plan stall at Information Day, 13 October 2018



in Whitmore Village Hall one Saturday morning and early afternoon. A total of 7 responses were received from residents. Notification of the consultation was sent to the same list of consultees as before. Eight responses were received from consultees.

Following review of the consultation responses and amendments to the Plan, Steering Group representatives and the planning consultant met with a planning policy officer at NuL Borough Council to review proposed amendments to the policies.

#### *1.6.2.5 Newsletters and leaflets*

Throughout the Neighbourhood Plan process the Whitmore Parish Council newsletter and the monthly/bimonthly local church newsletter have been used to keep residents informed about progress and to present a series of articles on Neighbourhood Plan issues. Because the church newsletter does not reach all parts or all households of the NA the articles have also been posted on all parish council and village hall notice boards and on notice boards in the bus shelters in Baldwins Gate. At intervals, the entire NA has been leafleted to keep residents up to date with progress and developments.

#### **Community engagement and events log (most recent first)**

1 December 2018	One Way magazine December/January issue	'Onwards to the finishing post'
13 October 2018	Consultation	Regulation 14 Consultation drop-in event at Whitmore Village Hall
1 October 2018	One Way magazine October issue	'Community participation gives strength to Plan'
19 September–31 October 2018	Consultation	Regulation 14 Consultation drop-in event at Whitmore Village Hall
September 2018	Whitmore Parish Council newsletter	Article 'Nearly There!' (same as Chorlton and Maer leaflet)
September 2018	Leaflet distributed to all households in Chorlton and Maer parishes	'Nearly There!'
1 August 2018	One Way magazine August/September issue	'Policies, Policies, Policies!'
1 July 2018	One Way magazine June issue	'Consulting on and Finalising the Plan'
27 June 2018	Consultation	Regulation 14 Consultation drop-in event at Whitmore Village Hall

19 June–31 July 2018	Consultation	Regulation 14 consultation
1 June 2018	One Way magazine June issue	‘Local Consultation on the Plan’
1 April 2018	One Way magazine April/May issue	‘Documenting the Neighbourhood Area’
6 March 2018	Meeting	Joint meeting of Parish Councils and Steering Group with consultant
1 March 2018	One Way magazine March issue	‘Our Historic Environment’
February 2018	Whitmore Parish Council newsletter	Article ‘A Milestone for the Plan’ (same as Chorlton and Maer leaflet)
February 2018	Leaflet distributed to all households in Chorlton and Maer parishes	‘A Milestone for the Plan’
1 February 2018	One Way magazine February issue	Article ‘A Milestone for the Neighbourhood Plan’
1 December 2017	One Way magazine December 2017/ January 2018 issue	Article ‘Neighbourhood Plan, Local Plan’
1 November 2017	One Way magazine November issue	Article ‘Leisure and Tourism in our Neighbourhood Area’
1 October 2017	One Way magazine October issue	Article ‘A Numbers Game’
September 2017	Whitmore Parish Council newsletter	Article ‘Summer 2017 progress report’
5 August 2017	Consultation	Local Green Space consultation drop-in event at Maer Village Hall
5 August 2017	Consultation	Local Green Space consultation drop-in event at Whitmore Village Hall
1 August 2017	One Way magazine August issue	Article ‘Protecting Rural Character’
1 July 2017	One Way magazine July issue	Article ‘The Plan takes Shape’
1 June 2017	One Way magazine June issue	Article ‘What is the Countryside’
April 2017	Leafleting	Leaflet ‘Vision and Aims’ and article ‘Vision and Aims presented at Roadshows’ distributed across Neighbourhood Area
1 April 2017	One Way magazine April issue	Article ‘Protecting rural character while allowing for appropriate development’
20 March 2017	Roadshows	Roadshow at Whitmore Village Hall
15 March 2017	Roadshows	Roadshow at Maer Village Hall

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8 March 2017	Roadshows	Roadshow at Aston Village Hall
2 March 2017	Roadshows	Roadshow for parish councils at Maer Village Hall
1 March	One Way magazine March issue	Roadshows announcement
1 February 2017	One Way magazine February issue	Article 'A Plan to Protect'
19–23 December 2016	Leafleting	Leaflet 'From Views to Vision' distributed across Neighbourhood Area
1 December 2016	One Way magazine December issue	Article 'News Update'
1 October 2016	One Way magazine October issue	Article 'A Work in Progress'
17 September 2016	Family Fun Day	NDP stand at Parish Council-sponsored event, Whitmore Village Hall
13–14 August 2016	Questionnaire	Questionnaires distributed to households throughout Neighbourhood Area; banners set up in Baldwins Gate, Blackbrook and Maer Lane
1 August 2016	One Way magazine August issue	Questionnaire announcement
1 July 2016	One Way magazine July issue	Questionnaire announcement
1 June 2016	One Way magazine June issue	Article 'The Questionnaire'
April 2016	Whitmore Parish Council newsletter	Article 'It's your future!'
3 April 2016	Roadshows	Roadshow event at Baldwins Gate school, 3 sessions after school
1 April 2016	One Way magazine April issue	Article 'Mapping the Neighbourhood'
21 March 2016	Banners	Publicity banners set up at Aston and on Chorlton Moss
12 March 2016	Information Day	NDP stand at Parish Council-sponsored Information Day in Whitmore Village Hall
8–9 March 2016	Banners	First three publicity banners set up in Baldwins Gate, Chapel Chorlton and Stableford
4 March 2016	School event invitations	Invitations sent out to parents for NDP event at school on 13 April
3–8 March 2016	Leaflet distribution	Leafleting across Neighbourhood Area in advance of Information Day

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1 March 2016	One Way magazine March issue	Full-page ad for Neighbourhood Plan event at Whitmore parish Information Day
1 February 2016	One Way magazine February issue	Full-page ad for Neighbourhood Plan event at Information Day
14 December 2015	Roadshow at Whitmore Village Hall	Fifth of five Roadshows
9 December 2015	Roadshow at Butterton Church	Fourth of five Roadshows
8 December 2015	Roadshow at the Madonna Club, Stableford	Third of five Roadshows
2 December 2015	Roadshow at Maer Village Hall	Second of five Roadshows
December 2015	One Way magazine December–January issue	2-page article about upcoming Roadshows and event schedule
30 November 2015	Reminder about Roadshows	Email reminder to all subscribers on Neighbourhood Plan email list, with link to report on Aston Roadshow
26/27 November 2015	Whitmore Parish Council newsletter	Front page article ‘A Roadshow near You’
26 November 2015	Roadshow at Aston Village Hall	First of five Roadshows to initiate community engagement ahead of questionnaire in February 2016
24/25 November 2015	Reminder about Roadshows	Email reminder to all subscribers on Neighbourhood Plan email list; relayed by Baldwins Gate Action Group
31 October/1 November 2015	Posters for public meeting	Posted throughout the 3 parishes and distributed to clerks for parish noticeboards
30 October 2015	One Way magazine November issue	Advance notice re Roadshows
15 October 2015	Parish Councils Roadshow at Maer Village Hall	Attended by members of Chapel and Hill Chorlton, Maer and Aston, and Whitmore parish councils Update on progress so far and pilot Roadshow
July 2015	Whitmore Parish Council newsletter	Front page article ‘A Neighbourhood Development Plan for our Parishes’
29 June 2015	Public meeting Whitmore Village Hall	Attended by residents from all three parishes. To announce the parish councils’ intention to make a Neighbourhood Development Plan and seek residents’ views/support

## I.7 The Local Plan

The Neighbourhood Plan has a role to play in ensuring that the parishes of Chapel and Hill Chorlton, Maer and Aston, and Whitmore plan for the growth proposed in the Local Plan so that any future development meets the needs and aspirations of the community.

National Planning Policy Guidance (NPPG, 2016) states that neighbourhood plans ‘can be developed before or at the same time as the local planning authority is producing its Local Plan’:

Although a draft neighbourhood plan or Order is not tested against the policies in an emerging Local Plan the reasoning and evidence informing the Local Plan process is likely to be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested. For example, up-to-date housing needs evidence is relevant to the question of whether a housing supply policy in a neighbourhood plan or Order contributes to the achievement of sustainable development.

Where a neighbourhood plan is brought forward before an up-to-date Local Plan is in place the qualifying body and the local planning authority should discuss and aim to agree the relationship between policies in:

- the emerging neighbourhood plan
- the emerging Local Plan
- the adopted development plan

with appropriate regard to national policy and guidance.

The local planning authority should take a proactive and positive approach, working collaboratively with a qualifying body particularly sharing evidence and seeking to resolve any issues to ensure the draft neighbourhood plan has the greatest chance of success at independent examination.

The local planning authority should work with the qualifying body to produce complementary neighbourhood and Local Plans. It is important to minimise any conflicts between policies in the neighbourhood plan and those in the emerging Local Plan, including housing supply policies.

NPPG (para. 009 Reference ID: 41-009-20160211, February 2016)

A report from the Executive Director for Regeneration and Planning to the Cabinet of NuL Borough Council on 8 November 2017 on ‘Delegation of Neighbourhood Planning’ states the following:

2.8 Whilst Neighbourhood Plans are prepared by bodies external to the Borough Council, it will be the Borough Council’s responsibility to ‘make’ (i.e. adopt) the Neighbourhood Plans and to implement their policies through subsequent decisions

on planning applications submitted for consideration. Neighbourhood Plans must however be in general conformity with national planning policy and the approved development plan for the area. In Newcastle-under-Lyme this currently means the adopted Core Spatial Strategy and the 'saved' policies from the Newcastle-under-Lyme Local Plan 2011.

2.9 The preparation of a Joint Local Plan for Newcastle-under-Lyme and Stoke-on-Trent City Council is underway. If neighbourhood plans are made in advance of the Local Plan, there is potential for neighbourhood plan policies to become out of date if they were to conflict with policies of a Local Plan that is subsequently adopted. It may be necessary for Qualifying Bodies (QBs) to review their neighbourhood plans in these circumstances.

The following local strategic documents have therefore guided the preparation of the Neighbourhood Plan:

- the Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy 2006–2026, adopted October 2009
- the saved policies of the Newcastle-under-Lyme Local Plan 2011
- documents and evidence for the emerging Stoke-on-Trent and Newcastle-under-Lyme Joint Local Plan 2013–2033.

## **I.8 Vision and aims of the Neighbourhood Plan**

### ***Overarching aim***

To protect rural character while allowing for appropriate development.

### ***Vision***

- The Neighbourhood Development Plan will maintain and enhance the rural character of the three parishes and protect and enhance the area's built and natural heritage for the benefit and enjoyment of all who live and work in the Neighbourhood Area, visit it or travel through it, now and in the future.
- It will provide for a range of homes to meet the needs of community members and promote a truly sustainable community and a diversified rural economy.
- Residents and businesses will be encouraged to adopt a variety of renewable energy technologies that do not adversely impact on the landscape and natural environment.
- The plan will promote health and well-being by providing space and facilities for exercise and other leisure activity.

## ***Aims***

### ***1 Biodiversity and natural environment***

- To protect, preserve, restore and promote the area's natural heritage, landscape, habitats and biodiversity and to provide the means for residents and visitors to learn about and enjoy the area's natural assets.
- To designate Local Green Space, and to protect valued near and distant views and the landscape settings of the settlements.

### ***2 Heritage assets***

- To protect, preserve and promote the area's conservation areas and heritage assets.
- To find new uses for disused buildings that make a positive contribution to the local built heritage.

### ***3 Community assets***

- To identify existing and new buildings and land that are of importance to the community's well-being. (See also Leisure and tourism)

### ***4 Design and character***

- To ensure that all new development, including replacement dwellings and extensions, is compatible with the area's rural character and local built heritage.
- To define character areas.

### ***5 Economy, business and transport***

- To promote rural businesses that will contribute to the local and the wider economy.
- To promote homeworking and to provide suitable premises and communications technology to enable residents and employers to establish businesses in the Neighbourhood Area.
- To find ways to mitigate conflict between population and traffic on major transit routes and local roads.

### ***6 Housing***

- To provide a range of homes to meet the needs of residents of all ages, physical abilities and financial means.
- To identify suitable locations/sites for housing.

### *7 Leisure and tourism*

- To provide suitable indoor and outdoor space for the enjoyment and leisure use of both residents and visitors.
- To promote the Neighbourhood Area's built heritage and natural assets and incorporate them into the local economy.
- To provide the means for residents and visitors to learn about and enjoy the Neighbourhood Area's natural and heritage assets.

## **I.9 Structure of this Neighbourhood Plan**

The Plan is divided into seven chapters, which are arranged in two volumes. The first three chapters comprise Volume I, Strategic context, Local Green Space designations, policies and plan. **Chapter 1** establishes the strategic context of the NA and includes a brief overview of the NA's settlements, a strategic description of the transport network and a review of the NA's setting within the wider strategic context of NuL and North Staffordshire. The social, economic and environmental contexts, all of which are reviewed in detail in later chapters, are summarised. The current strategic planning context of the NA and the wider NuL borough is also reviewed.

**Chapter 2** presents the Local Green Space designations and land-use policies of the Plan.

The process of drawing up the Plan has uncovered a wide range of issues that cannot be the subject of land-use policies but that none the less are of importance to furthering the aims of the Plan. **Chapter 3**, Non-policy matters, therefore reviews a range of issues and opportunities for action by the parish councils during the period of the Plan.

Implementation of the land-use policies and action on the non-policy matters are together the way forward for sustainable development in the NA of the parishes of Chapel and Hill Chorlton, Maer and Aston, and Whitmore.

Volume I is completed with two appendices – Appendix 1: Local Green Space descriptions; and Appendix 2: Conclusions from AECOM Housing Needs Assessment (2016).

Volume II comprises the map section and the remaining four chapters and presents the supporting evidence that documents the present position of the NA and underpins the Plan and its policies. **Chapter 4**, Socio-economic context, looks in detail at the population and

economy of the NA and draws heavily on the latest (2011) census and other central government data as presented in a set of Rural Place Profiles for the NA compiled by the Action with Communities in Rural England (ACRE) Rural Evidence Project. Data from the Rural Place Profiles is supplemented by evidence and opinion collected through the August–September 2016 Residents’ Survey and by locally available data on transport.

**Chapter 5**, Land use, reviews the range of land uses in the NA and includes an inventory of the NA’s community facilities. The chapter also presents the findings of a Housing Needs Assessment conducted by AECOM consultants in 2016 as a technical assistance package funded by Locality and the Department for Communities and Local Government (DCLG), as well as data on current residential dwelling consents and completions in the NA. The information on land use and housing needs is supplemented by opinions and indications on current and future housing need gathered through the Residents’ Survey. The strategic review of the NA’s transport network in Chapter 1 is complemented in this chapter by a detailed description of the two primary routes, the A53 and A51, that cut across the NA. The chapter ends with a review of infrastructure and infrastructure deficiencies in the NA.

**Chapter 6** looks at the environment of the NA. The Residents’ Survey and dialogue with residents uncovered that the environment is the single most important aspect of this rural NA; therefore this is necessarily the longest of the three evidence chapters. National-, county-, district- and local-level evidence on the landscape, habitats and wildlife and biodiversity is presented. The area’s geology, soilscape and hydrology are also described. The review of the natural environment is followed by a review of the NA’s built and historic environments including both designated and non-designated heritage assets. Issues identified in the AECOM Heritage and Character Assessment (2016) and Townscape Character Appraisal (2017), both carried out as technical assistance packages funded by Locality and the DCLG, are reviewed. The chapter ends with a review of Local Green Space, green infrastructure and key routes and spaces. As in the preceding chapters, the evidence presented is supplemented by data and opinion gathered through the Residents’ Survey.

The planned High Speed 2 (West Midlands–Crewe) railway (HS2 Phase 2a) will cut through the NA. This major national infrastructure project is the biggest single issue facing the NA during the period of the Plan and if it goes ahead as planned it will impact unavoidably on

the NA and on progress in achieving the vision and aims of the Plan, beyond the control of either the parish councils or the LPA. For this reason, a separate chapter, **Chapter 7**, is devoted to HS2.

**Cross-references to maps, supporting evidence and online evidence base**

Cross-references to maps and supporting evidence in Volume II are highlighted in grey, e.g. **Map 2**; **section 4.1** (i.e. numbered section 4.1 in Chapter 4).

Reports and other resources in the online evidence base are accessible at the following URL: <http://www.cmaw-neighbourhoodplan.org.uk/the-plan-3/evidence-base/>.

# 1 Strategic context

Content of this chapter:

- 1.1 Location within Newcastle-under-Lyme borough
- 1.2 Settlement
- 1.3 Transport network
- 1.4 Wider strategic context
- 1.5 Wider social, economic and environmental context
- 1.6 Green Belt
- 1.7 Local planning context
- 1.8 Strategic sites

## 1.1 Location within Newcastle-under-Lyme borough

The NA comprises the three civil parishes of Chapel and Hill Chorlton (Chorlton), Maer and Aston (Maer), and Whitmore (Map 1) in the rural south of Newcastle-under-Lyme in the county of Staffordshire.

### **Box 1.1 Boundary review 2017**

The Local Government Boundary Commission for England published its review of Newcastle-under-Lyme on 13 June 2017. From April 2018 the three parishes of the NA became the new ward of Maer and Whitmore, separating from Loggerheads parish with which they had previously comprised Loggerheads and Whitmore ward. The three parishes thus returned to their status as in 2000, prior to the previous boundary review, when they comprised Whitmore ward. The new ward of Maer and Whitmore is the most rural, least densely populated ward in the borough.

### **1.1.1 Basic NA statistics**

The NA has an area of 4,290 ha. At Census 2011 it had a population of 2,468 in 1,035 households. The total number of dwellings was 1,088. Table 1.1 breaks down this data across the three parishes. Table 1.2 sets the basic NA statistics in the context of NuL borough.

**Table 1.1** Basic Neighbourhood Area statistics

	<i>NA</i>	<i>Chorlton</i>	<i>Maer</i>	<i>Whitmore</i>
Area (hectares)	4290	706	1523	2061
Population	2468	425	489	1554
Population density per hectare	0.57	0.6	0.32	0.75
Households	1035	175	210	650
Dwellings	1088	184	229	675

**Table 1.2** Neighbourhood Area statistics in context with NuL borough

	<i>NA</i>	<i>NuL</i>	<i>NA as % of borough</i>
Area (hectares)	4290	21096	20.34%
Population	2468	123871	1.99%
Population density/hectares	0.57	5.9	9.66%
Households	1035	52574	1.97%
Dwellings	1088	54220	2.00%

## 1.2 Settlement

The AECOM Townscape Character Appraisal (TCA) report assigns a typology to the settlements of the NA (Table 2, pp. 14–15). The settlements of each parish in the NA are listed below with their typology identifiers.

### 1.2.1 Chapel and Hill Chorlton

The 2 cluster hamlets of Chapel Chorlton (comprising settlement around village green and church at Chapel Chorlton, Haddon Lane, Swinchurch, Mill Lane and Butt House Lane) and Hill Chorlton (comprising Hill Chorlton, Chorlton Moss, Kennels Lane, Mill Lane, Chorlton Mill and Coombesdale); hamlets of Stableford and Springfield; hamlet at Sandy Lane/Woodside. In addition to these settlements there are a static caravan park at Stableford (with mix of permanent and holiday homes) and isolated farms and dwellings across the parish.

### 1.2.2 Maer and Aston

The 2 lower order rural villages of Maer and Aston; cluster hamlet of Blackbrook (comprising Blackbrook, Willoughbridge and Weymouth); and isolated farms and dwellings across the parish.

### 1.2.3 Whitmore

The 2 modern elevated wooded settlements of Whitmore Heath and Madeley Park Wood/Manor Road; higher order rural village of Baldwins Gate; the 2 lower order rural villages of Acton and Whitmore; cluster hamlet of Butterton (comprising Butterton village, Shut Lane Head, Lymes Road, Butterton Lane, Park Road); and isolated farms and dwellings across the parish.

#### **Box 1.2 Urban and suburban settlement in Whitmore parish**

The NA's largest settlements are Baldwins Gate (315 dwellings within the village envelope), Madeley Park Wood and Manor Road (150 dwellings), and Whitmore Heath (50 dwellings) in Whitmore parish. Whitmore Heath was developed in the 1950s and 1960s; Madeley Park Wood/Manor Road in the 1970s, with a major extension in the south-eastern area in the 1990s. Baldwins Gate grew incrementally throughout the 20th century, growing from the nucleus of a small 19th-century settlement centred on services around Whitmore railway station. Ribbon development occurred along the main road in the 1920s and 1930s. Sandyfields estate was built after the Second World War, in the late 1940s and 1950s. Major development of the village as a dormitory settlement took place from 1959 to 1968 with the Appleton Drive, Gateway and Meadowfields estates. Small infill developments at Snape Hall Close and Coneygreave Lane were built in the 1970s/1980s. These were followed by Lakeside estate and Fair-Green Road in the late 1990s and early 2000s. The development of these three settlements makes Whitmore parish the most densely populated of the three parishes. (See [Table 1.1](#); and see [Box 2.3](#) for a review of population growth in the three parishes since 1901.) In Baldwins Gate a major development of 109 dwellings and two minor developments of 7 and 4 dwellings, all underway in 2017, will add a further 120 dwellings, bringing the total number of dwellings in Baldwins Gate to 435.

## 1.3 Transport network

This section provides a strategic description of the transport network (see [Map 2](#)). For information on transport and car ownership see [section 4.7](#) and for information roads and traffic data see [section 5.7](#).

### **1.3.1 Major routes**

The northbound carriageway of the M6 lies within the NA and forms its NE boundary. The NA is transected by three primary routes, the A53, A51 and A5182, the latter giving access to the M6 motorway at Hanchurch J15, just beyond the NA's NE boundary. The West Coast Mainline (WCML) runs SE–NW through the NA, skirting Chapel and Hill Chorlton parish (Chorlton parish) and crossing Whitmore parish. These routes are described in further detail below. The planned route of HS2 Phase 2a cuts SE–NW through Whitmore parish, running east of the WCML and crossing the WCML in the NW shortly before leaving the NA. For further detail on HS2 see [Chapter 7](#).

#### **1.3.1.1 A53**

The A53 connects Newcastle-under-Lyme and Stoke-on-Trent (the North Staffordshire conurbation) in the east and Shrewsbury in the west. It bisects the NA, running NE–SW through Whitmore and Maer and Aston parishes. It enters the NA at Butterton cross-roads in the east, bisects the villages of Whitmore and Baldwins Gate and forms a staggered crossing with the A51 at Blackbrook in the west before leaving the NA.

It is of major importance to all settlements in the NA as it provides access to services in the village of Baldwins Gate, including the primary school, part-time GP surgery, shops, post office, filling station, public house, village hall, playing field and children's playground. It is also the main commuting route from the rural south of NuL borough into the North Staffordshire conurbation and a main commercial and goods transport route between the M6 and Shrewsbury/the Welsh border.

Historically, the A53 is the former Newcastle-under-Lyme and Market Drayton turnpike, first recorded in 1769. The original route from Seabridge in Newcastle ran through the villages of Butterton, Acton and Whitmore (via Three Mile Lane) and along the present Public Right of Way Whitmore No. 4 to Common Lane, Baldwins Gate. After the opening of Whitmore station on the Grand Junction Railway in 1837 the road was rerouted via Butterton cross-roads, bypassing Butterton and Acton villages, and past the south side of Whitmore village. From the Common Lane junction westwards, the original route is essentially unaltered.

### *1.3.1.2 A51*

The A51 runs east–west through Chorlton parish and Maer and Aston parish (Maer parish). It enters the NA at Stableford in the east and runs through Stableford, Hill Chorlton, Blackbrook and Weymouth before leaving the NA at the county boundary with Shropshire.

The A51 forms a staggered cross-roads with the A53 at Blackbrook. It is a relief road during M6 carriageway closures and is a recognised bikers' route.

Historically, the A51 is the former Rugeley and Stone turnpike road from Rugeley in Staffordshire to Woore in Shropshire, first recorded in 1790. The route through the NA remains unchanged except for realignments in 1966–67 to bypass dangerous bends at Kennels Lane, Chorlton parish and Maerfield Gate, Maer parish.

### *1.3.1.3 A5182*

The A5182 crosses the NE corner of the NA, linking the A53 to the A519 and providing access to the M6 motorway at J15 Hanchurch, just outside the NA, and routes into Stoke-on-Trent (SoT) via the A500. It also links to the A5038, giving access to the A34 at Trentham and routes into SoT.

### *1.3.1.4 West Coast Mainline*

The WCML runs SE–NW through the NA, skirting Chorlton parish and cutting through the western part of Whitmore parish. The nearest railway stations on this route are at Crewe (19.3 km) and Stafford (25.8 km).

The railway originated as the Grand Junction Railway from Liverpool to Birmingham in 1837, with a station in Whitmore parish, about 1 mile SW of Whitmore village and close to the edge of the present Baldwins Gate settlement. The station was closed to passenger traffic in 1952. The former ticket office is extant and remains in the ownership of Network Rail. It is a locally listed building, but is currently shuttered and unused.

Network Rail operates a maintenance yard on the site of the former station/goods yard.

Network Rail have asked to be notified on relevant planning applications by contacting [TownPlanningLNW@networkrail.co.uk](mailto:TownPlanningLNW@networkrail.co.uk).

### **1.3.2 Minor routes**

A number of minor routes provide important links between the NA's settlements, and connections to the NA's primary routes and to destinations outside the NA. They are also important transit routes through the NA for residents of neighbouring parishes/settlements. Other minor routes and Public Rights of Way (PRoW) also provide important routes within and through the NA.

#### **1.3.2.1 Bent Lane**

Bent Lane links the settlements of Stableford and Whitmore village and provides a link between the A51 and A53. It is an important route for Chapel Chorlton and Stableford residents to access Newcastle via the A53 and is also a transit route to the A51 and to Stone and Stafford for residents of neighbouring Keele parish.

#### **1.3.2.2 Madeley Road/Manor Road**

This route links the settlement of Madeley Park Wood and Manor Road to the A53 and Baldwins Gate. It also links the NA to Madeley village, which is a Key Rural Service Centre and the location of the local GP practice's main surgery. Via Madeley, the road links the NA to the M6 motorway at J16 Crewe for journeys north, and to the WCML station at Crewe. It is also a transit route to the A51 and to Stone and Stafford for residents of neighbouring Madeley parish.

#### **1.3.2.3 Holly Bush Lane**

Holly Bush Lane runs SE from Manor Road and links Manor Road to the A53 the west of the Madeley Road junction, providing a route from Manor Road to Market Drayton. With Manor Road it is a transit route between Madeley and Market Drayton and Shrewsbury.

#### **1.3.2.4 Three Mile Lane**

Three Mile Lane links Whitmore village to Keele village and is a key route for NA residents who work at Keele University and the Keele Science Park. With Bent Lane, it forms part of the transit route through the NA from Keele parish to the A51 and to Stone and Stafford. The road provides access between the NA and NuL when the A53 is closed between NuL and Whitmore village (e.g. due to traffic incidents).

### *1.3.2.5 Sandy Lane and Woodside (2 routes)*

These two roads, which converge at their northern ends, link the A51 and A53. They also link Maer village and settlements in Chorlton parish to services in Baldwins Gate village. Sandy Lane links the settlements of Baldwins Gate, Whitmore Heath and Madeley Park Wood/Manor Road to the A51 commuting route to Stone and Stafford. It also forms part of the transit route to the A51 for traffic from Madeley. Woodside is used as a 'rat run' by westbound drivers to avoid the A53 junction with the A51 at Blackbrook. A 7.5 ton weight limit restricts access to both lanes by heavy vehicles other than buses and local farm traffic.

### **1.3.3 Other minor routes**

#### *1.3.3.1 Single-track lanes*

A number of single-track lanes link settlements to the NA's primary routes.

- **Butterton Lane** and **Park Lane** link Butterton village to the A53 and A5182, respectively.
- **Stableford Bank** and **Haddon Lane** link Chapel Chorlton to the A51 via Stableford and Maer, respectively.
- **Maerway Lane**, **Maer Hills Lane**, **Holloway Lane** and **Minn Bank** link Aston to the A51.
- **Radwood Lane/Camp Hill** link Aston to the A53 via Madeley Road.
- **Stoneyford Lane/Aston Lane** link Aston to the A525 Newcastle–Whitchurch road, 1.25km from Woore village in Shropshire.
- **Heath Road/Common Lane** and **Snape Hall Road** link Whitmore Heath to the A53.

#### *1.3.3.2 PRowS*

Several of the NA's PRowS provide important pedestrian links between settlements in the NA (see [Map 3](#)).

- **Chapel and Hill Chorlton No. 1** from Chorlton Moss to Baldwins Gate links Hill Chorlton and Chorlton Moss to Baldwins Gate.
- **Chapel and Hill Chorlton Nos 7 and 19** from Hill Chorlton to Haddon Lane link Hill Chorlton to Chapel Chorlton.
- **Whitmore No. 4** from Common Lane to Whitmore village links Baldwins Gate and Whitmore Heath to Whitmore village.

- **Whitmore No. 5** from Madeley Park Wood links Madeley Park Wood to Baldwins Gate via **Whitmore No. 6** and Snape Hall Road.

## 1.4 Wider strategic context

### 1.4.1 *Rural Newcastle-under-Lyme*

NuL is dominated by its rural area, which comprises 80% of the total area of the borough. Conversely, 80% of NuL's population lives in the urban area. In respect of these two 80:20 splits NuL is a microcosm of England, where 80% of the population live in urban areas and 80% of the land area is rural.

The NA is by no means an island unto itself. Many local businesses have business-to-business and business-to-customer relationships in adjoining NAs, in the urban area and beyond. Likewise, residents of working age commute to work in adjacent NAs, the urban area of NuL and SoT and further afield in Staffordshire, Shropshire, Cheshire East and beyond. And as noted above, even the minor routes in the NA's road network have a strategic importance for communities outside the NA. A number of leisure- and tourism-based restaurant businesses bring people into the NA from surrounding areas and from the neighbouring urban area. The NA is also popular with walkers, who may come in smaller or larger groups, and with cyclists. Detail on the local rural economy is provided in [Chapter 3](#).

### 1.4.2 *Neighbourhood planning*

The NA is one of 5 designated NAs in NuL. It is a direct neighbour of 3 NAs, namely Loggerheads, Madeley and Keele. The fifth NA, Betley, Balterley and Wrinehill, is contiguous with Madeley. Together the 5 NAs comprise more than 50% of the area of NuL. The 5 Steering Groups have formed a forum to discuss shared neighbourhood planning issues. They also support each other by sharing reports and exchanging information that could be of joint value. The planned HS2 Phase 2a is a direct concern in 2 NAs.

### 1.4.3 *Key Rural Service Centres*

NuL has 3 Key Rural Service Centres: Loggerheads, Madeley and the villages of Audley parish. Loggerheads is the most readily accessible to the NA, with its village centre 7.4 km from the centre of the NA on a direct route along the A53 and an hourly bus service.

Madeley is directly accessible only by car, with its village centre 6.1 km from the centre of the NA. Audley parish is not readily accessible from the NA.

#### **1.4.4 NuL town centre**

NuL town centre is 8.2 km from the centre of the NA on a direct route along the A53 and with an hourly bus service on weekdays and Saturdays, during 'working' hours only. Because the town offers a wider range of services NA residents are more likely to use town centre services than the Rural Service Centres, except for very specific services such as GP, dental surgery, community centre, individual retail businesses etc.

#### **1.4.5 Market towns**

Smaller market towns surrounding the North Staffordshire conurbation include Stone, Market Drayton, Nantwich, Sandbach, Congleton, Leek and Cheadle. These are places of employment for some NA residents; some NA residents have a preference to use some of the nearer of these towns, e.g. Market Drayton and Stone, for shopping and other services.

## **1.5 Wider social, economic and environmental context**

More detailed information on the social, economic and environmental contexts of the NA is provided in **Chapters 3 and 5**. The following summarises key points.

### **1.5.1 Society**

Across the NA the following demographic trends are evident:

- displacement of a rurally based and locally employed population by an urbanised managerial and professional population that is largely employed outside the NA
- an ageing population of long-term residents
- a well-established pattern of people retiring from the urban areas of NuL and SoT
- younger families moving into the NA to be close to grandparents; and grandparents moving into the NA to be close to younger family
- younger couples and families moving into the NA as older residents vacate their homes.

### **1.5.2 Economy**

Predominant economic activities within the NA are agriculture, tourism and leisure, restaurants, retail and skilled trades. There is a also small amount of food processing,

represented by an organic farm that produces cheese and a number of home-baking micro-businesses. A significant number of residents are self-employed in micro-businesses and/or work wholly/partly from home.

Changes across the local economy since the 1950s, especially in the organisation of the agricultural and land economy, have led to a major loss of local predominantly land-based jobs. There are limited local employment opportunities in the agriculture, leisure and tourism, retail and service sectors. Some workers in these sectors travel from outside the NA, both from the wider rural area and from the urban areas of NuL and SoT.

The farming community generally is an ageing population, although some family-owned farms in the NA are under the management of younger generations.

#### **Box 1.3 Issue: employment**

There is a great need to create jobs and employment opportunities in the NA and to attract people who will live and work in the NA rather than commute to work.

#### **Opportunities**

Opportunities for diversification of the rural economy include expansion of the current small food processing base; further development of tourism and leisure, including education on rural matters and development of craft-based businesses and training.

Working from home is a sustainable option. The impact of HS2 Phase 2a construction may accelerate this trend in the NA.

### **1.5.3 Environment**

The NA is predominantly rural in character. Important features include:

- a rolling landform that provides distant views beyond the NA from the highest elevations
- well-wooded landscape, locally known as the 'Woodland Quarter' of NuL
- older settlements often well integrated into hollows in the landscape
- a network of single-track sunken lanes that serve both as wildlife corridors and as transit routes for the human population
- location on the watersheds of three of England's major river systems

- a range of important habitat types, including a Site of Special Scientific Interest (SSSI) and ancient woodland; peatlands and wetlands in the valley areas; and a number of Local Wildlife Sites (LWS).

#### **1.5.4 Coal, gas and electricity**

##### *1.5.4.1 Coal*

The NA lies within the North Staffordshire coalfield. In its consultation response the Coal Authority advises that there are risks from past coal mining activity in the form of likely historic unrecorded coal mine workings at shallow depth. Consideration therefore needs to be given to the potential risks posed by coal mining legacy in the NA.

Abandoned mine workings are known to extend southwards from Silverdale and Keele into the northern part of Whitmore parish, to the north of Whitmore village.

##### *1.5.4.2 Gas*

National Grid operates two high-pressure gas transmission pipelines that pass through the north-western part of Maer parish, in the areas of Blackbrook and Aston: these are identified in National Grid's consultation response as FM04 Alrewas to Audley and FM21 Audley to Alrewas. National Grid confirms that these pipelines do not interact with any strategic sites in the NA, but states that there may be low pressure and medium pressure gas distribution pipes within the NA's strategic sites.

Further information regarding the gas distribution network can be obtained by contacting [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com).

##### *1.5.4.3 Electricity*

Information regarding the distribution network can be found at <http://www.energynetworks.org.uk>. Key information regarding both electricity and gas transmission assets is also available at <http://www2.nationalgrid.com/uk/services/land-and-development/planning-authority/shape-files/>.

## **1.6 Green Belt**

Green Belt comprises about 40% of the total NA. Its limits are defined by the M6 in the east and the WCML in the west (see [Map 4](#)).

- In the SE of **Chorlton parish** a sliver of land between the Meece Brook and the WCML is in the Green Belt.
- **Whitmore parish** is dominated by Green Belt, which makes up about 83% of the total parish area. The hamlets of the Butterson cluster hamlet, the villages of Acton and Whitmore and the settlement of Whitmore Heath are all within the Green Belt.
- The eastern settlement boundary of **Baldwins Gate** is contiguous with the Green Belt. The settlement straddles the WCML and thus penetrates into the Green Belt.

Any review of the Green Belt in the emerging NuL and SoT Joint Local Plan (JLP) may impact on the extent of the Green Belt in the NA.

## 1.7 Local planning context

The current local planning context comprises the Newcastle-under-Lyme and Stoke-on-Trent Core Spatial Strategy (CSS) 2006–2026 and the ‘saved policies’ of the Newcastle-under-Lyme Local Plan 2011.

The Stoke-on-Trent and Newcastle-under-Lyme Joint Local Plan (JLP) 2013–2033 is currently in preparation and timetabled for submission to the Secretary of State in 2021. The NDP has had regard for the aims and objectives of the emerging JLP, which were set out in the Strategic Options consultation in July–August 2017.

Each of the policies of the NDP references the policies of the CSS, the NuL saved policies and the JLP aims that it conforms with.

## 1.8 Strategic sites

The JLP Preferred Options Consultation document (February 2018) indicates that there are 2 strategic housing site allocations within the NA. These are LW33 and LW36, both located within or adjacent to Baldwins Gate, the principal settlement of the NA. Both of these are currently under construction. LW33, land at Baldwins Gate Farm (outside the settlement boundary of Baldwins Gate) has permission for 109 dwellings; LW36, land adjacent to the Sheet Anchor (within the settlement boundary of Baldwins Gate) has permission for 7 dwellings.

## 2 Local Green Space designations and Plan policies

Content of this chapter:

- 2.1 Introduction
- 2.2 Local Green Space designations
- 2.3 Policies matrix
- 2.4 Biodiversity and natural environment policies
- 2.5 Community facilities policies
- 2.6 Design, character and built heritage policies
- 2.7 Economy and business policies
- 2.8 Housing growth policies
- 2.9 Appendix: Baldwins Gate Design Statement

### 2.1 Introduction

This chapter comprises the Local Green Space designations and land-use policies of the Chapel and Hill Chorlton, Maer and Aston, and Whitmore Neighbourhood Development Plan. The purpose of the policies is to guide the sustainable development of the NA and achieve the overall aim of the Plan, which is to protect the rural character of the NA while allowing for appropriate development.

The NPPF (para. 8) is clear that sustainable development has 3 ‘overarching objectives’: economic, social and environmental. Both the vision and aims of the Plan and the policies have been drawn up with these 3 interrelated dimensions in mind. It is the intention that this set of policies, taken as a whole, should achieve sustainable development in the NA over the period of the Plan.

The policies apply to all new development, comprising development on greenfield or brownfield sites, redevelopment of existing developed sites, and extensions of existing buildings. They are organised according to the policy themes identified in the vision and aims of the Plan (see [Introduction, section I.8](#)). There are inevitable elements of overlap between policy themes; the policies matrix in [section 2.3](#) shows how each policy contributes to meeting the aims of the Plan.

#### ***2.1.1 Vision for the Neighbourhood Area***

The Neighbourhood Development Plan will maintain and enhance the rural character of the three parishes and protect and enhance the area’s built and natural heritage for the benefit

and enjoyment of all who live and work in the Neighbourhood Area, visit it or travel through it, now and in the future.

It will provide for a range of homes to meet the needs of community members and promote a truly sustainable community and a diversified rural economy. Residents and businesses will be encouraged to adopt a variety of renewable energy technologies that do not adversely impact on the landscape. The plan will promote health and well-being by providing space and facilities for exercise and other leisure activity.

## **2.2 Designation of Local Green Space**

### ***2.2.1 The role of Local Green Space in green infrastructure***

Paragraphs 99 and 100 of the NPPF allow Neighbourhood Plans to designate Local Green Space; paragraph 101 allows Neighbourhood Plans to make policies for managing development in Local Green Space.

Local Green Space performs an important role in the promotion and protection of green infrastructure; paragraph 99 of the NPPF states that

The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them.

Green infrastructure is important to the physical and mental health and well-being of human beings and contributes to the quality, variety and distinctiveness of local environments. It affords opportunities for community and social activity, and for walking, play, a variety of sports and other physical activity for people of all age groups.

Green infrastructure also creates corridors and habitats for a wide variety of wildlife forms and provides a variety of ecosystem services. In intensively farmed agricultural landscapes it performs a vital role in promoting and sustaining wildlife. It also contributes to human mental health and well-being by connecting people to the living, natural environment and providing opportunities for the observation, study and enjoyment of wildlife.

For these reasons it is important for local communities to have a diversity of green infrastructure in and around their neighbourhoods. For a review of the NA's green infrastructure and key routes and spaces see [sections 6.13 and 6.14](#).

Paragraph 100 of the NPPF states the criteria for designating Local Green Space in neighbourhood plans:

The Local Green Space designation should only be used where the green space is:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

### **2.2.2 Green space audit and consultation**

A green space audit of the NA was carried out in June 2017. This involved touring the NA and assessing and critically evaluating green spaces in terms of: what there is, location, type of space, quality, amenity value, contribution to local character, current community uses, movement/connectivity/active travel, well-being, habitats and natural corridors. The audit was also informed by residents' participation in the Residents' Survey and in Roadshow events. This revealed that the aspects of the NA that are of greatest value to residents are rural character, easy access to the countryside, the landscape and natural environment, and the opportunities for walking that are offered by local lanes, PRoWs and bridleways (see [Box 6.16](#)).

Spaces were assessed against the criteria of paragraph 77 of NPPF 2012. Following the publication of NPPF 2018, spaces were rechecked against paragraph 100 to ensure that they meet the criteria set out there. Nonetheless, because the audit was carried out under NPPF 2012 the green space descriptions in Appendix 1 make reference to NPPF 2012 paragraph 77. The audit was followed by a Local Consultation of residents, landowners and other stakeholders in August 2017 (see [section I.6.2.3](#)).

#### **2.2.2.1 Green Space typologies**

Spaces identified by the audit can be assigned to a number of typologies and community values, as listed in the table on the following page.

<i>Type of space</i>	<i>Community value</i>
Formal and informal recreation and amenity spaces	<ul style="list-style-type: none"> <li>• May form part of public realm</li> <li>• Promote well-being and physical activity</li> <li>• Provide a place for community activities and socialisation</li> <li>• Contribute to local character</li> <li>• Provide habitats for wildlife</li> </ul>
Roadside verges in urbanised settlement of Baldwins Gate	<ul style="list-style-type: none"> <li>• Contribute to local character</li> <li>• Promote walking within the village by               <ul style="list-style-type: none"> <li>(a) providing separation between pedestrians and vehicles, and feeling of safety</li> <li>(b) protecting pedestrians from road spray in wet conditions</li> </ul> </li> <li>• Provide places for floral displays and bulb plantings at road junctions</li> </ul>
Roadside verges on rural roads (primary routes and lanes)	<ul style="list-style-type: none"> <li>• Promote active travel by providing safe walking spaces along roads with no footways and/or formal pavement, and refuge from passing vehicles</li> <li>• On primary routes, join up fragmented network of PRowS and lanes, enabling active travel between settlements and allowing for the imaginative design of walking routes</li> <li>• By joining up the PRow network, complement the aims of SCC's Rights of Way Improvement Programme</li> <li>• Provide green corridors and habitats for wildlife</li> <li>• Promote well-being through active travel and contact with nature</li> </ul>
Grassed triangles at lane junctions	<ul style="list-style-type: none"> <li>• Contribute to local character; may be kerbed, have trees/shrubs planted, or host village sign</li> </ul>
Paths, including PRowS	<ul style="list-style-type: none"> <li>• Promote active travel</li> <li>• Provide pedestrian links within and between settlements</li> <li>• Promote well-being through active travel and contact with nature</li> </ul>
Green corridors (other than roadside verges)	<ul style="list-style-type: none"> <li>• Provide habitats for wildlife</li> <li>• Provide walking routes</li> <li>• Promote well-being through active travel and contact with nature</li> </ul>
Green gaps	<ul style="list-style-type: none"> <li>• Create separation between settled areas</li> <li>• Form part of character or setting of a local townscape</li> </ul>
Significant landscape features	<ul style="list-style-type: none"> <li>• Contribute to local character and views</li> <li>• Serve as orientation and navigation marks</li> </ul>

### 2.2.3 Criteria for designation

Paragraph 99 of the NPPF 2018 states:

The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them.

Despite the neighbourhood area's rural character, there are few green spaces that have real community value.

The criteria for designating Local Green Space in neighbourhood plans are set out in paragraph 100 of the NPPF:

- a) in reasonably close proximity to the community it serves;
- b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquility or richness of its wildlife; and
- c) local in character and is not an extensive tract of land.

### 2.2.4 Designations

The following spaces are designated by the Chapel and Hill Chorlton, Maer and Aston and Whitmore Neighbourhood Plan as Local Green Space. The audit record and full descriptions of each space are provided in Appendix 1, Local Green Space descriptions.

<i>Designated</i>	<i>Address/location reference</i>
<b>Chapel and Hill Chorlton parish</b>	
LGSC1	Chapel and Hill Chorlton Public Right of Way No. 1
LGSC2	Verge opposite dwellings at Chorlton Moss Lane
LGSC3	Verges on Chorlton Moss Lane from 'Beechcroft' to field accesses near dog bin
LGSC4	Grassed area by Chorlton Moss dog bin
LGSC5	Chapel and Hill Chorlton Public Right of Way No. 5, section Moss Lane to Sewerage Works
LGSC6	Reed bed at Baldwins Gate Sewerage Works
LGSC7	A51 Verge, Sandy Lane to Arnside, Hill Chorlton
LGSC8	Green gap, junction Moss Lane and A51, Hill Chorlton

<i>Designated reference</i>	<i>Address/location</i>
LGSC9	A51 Verges, Chapel Bend, Hill Chorlton
LGSC10	A51 Verges, Chapel House, Hill Chorlton to Kennels Lane layby
LGSC11	Kennels Lane layby, A51, Hill Chorlton
LGSC12	A51 Verges, Kennels Lane layby to Kennels Lane
LGSC13	Triangle at junction Kennels Lane and Mill Lane
LGSC14	A51 Verges, Kennels Lane to Coombesdale
LGSC15	A51 Verges, Coombesdale to “Weston Lodge”
LGSC16	A51 Verge,” Weston Lodge” to Stableford
LGSC17	Chapel Chorlton Village Green
<b>Maer and Aston parish</b>	
LGSM1	Triangle at School Lane, Aston
LGSM2	Triangle at junction Minn Bank and Holloway Lane, Aston
LGSM3	Triangle at junction Minn Bank and Maerway Lane, Aston
LGSM4	Triangle at junction Maerway Lane and Maer Hills Road
LGSM5	Verge and stream on Holloway Lane, Aston
LGSM6	Maer Public Right of Way No. 4
LGSM7	Maer Public Right of Way No. 5
LGSM8	A51 Verges, county boundary to 172 London Road
LGSM9	A51 Verges, 172 London Road to Willoughbridge crossroads
LGSM10	A51 Verges, Willoughbridge crossroads
LGSM11	A51 Verge, Minn Bank junction, Weymouth
LGSM12	A51 Verge, Dorothy Clive Garden
LGSM13	The Croft, Hungersheath Lane, Blackbrook
LGSM14	Verge between The Croft and “Wayside Farm”, Hungersheath Lane, Blackbrook
LGSM15	A51 Verges, “Wayside Farm” and St Margaret’s Chapel, Blackbrook
LGSM16	A51 Verges, Maerway Lane to “The Shippon”, Blackbrook
LGSM17	A51 Verges, “The Shippon” to “The Woodlands”, Blackbrook
LGSM18	A51 Verges, “The Woodlands” to “White Farm”, Blackbrook
LGSM19	A51 Verges, A53 junction to Wharmadine Lane
LGSM20	A51 Verges, Wharmadine Lane to “Brookfields Farm”

<i>Designated reference</i>	<i>Address/location</i>
LGSM21	A51 Verges, from field gates west of Maer lodge to Maer Lodge and Maer War Memorial
LGSM22	Maer War Memorial
LGSM23	Beech Tree Copse at “Maerfield Gate Farm”
LGSM24	A51 Verges, Maer Lodge/Maer War Memorial to Maerfield Gate/Woodside
LGSM25	Sandy Low Plantation
LGSM26	A51 Verge, Maerfield Gate/Woodside to Sandy Lane
<b>Whitmore parish</b>	
LGSW1	A53 Verge, M6 motorway to Butterson crossroads
LGSW2	A53 Verge, M6 motorway to Butterson crossroads
LGSW3	Triangle at Shut Lane Head, Butterson
LGSW4	A53 Wildflower Verge between Trentham Road roundabout and Whitmore village
LGSW5	Triangle on Snape Hall Road
LGSW6	Verge on Snape Hall Road, “Heath House” to “Snape Hall Farm”
LGSW7	Verges on Snape Hall Road, “Snape Hall Farm” to Heath Road
LGSW8	Verges on Heath Road
LGSW9	Woodland on Whitmore Heath
LGSW10	“Raddle Hill”
LGSW11	Whitmore Village Hall Playing Field
LGSW12	A53 Verge, Whitmore Village Hall to Appleton Drive, Whitmore
LGSW13	Verges, Appleton Drive, Whitmore
LGSW14	A53 Verge at Sheet Anchor development site
LGSW15	A53 Verge, Appleton Drive to bus shelter, Whitmore
LGSW16	A53 Verge, railway bridge, Whitmore
LGSW17	Jubilee Gardens, Baldwins Gate
LGSW18	Grassed area by BT telephone exchange, Fair-Green Road, Baldwins Gate
LGSW19	Green Gap, Fair Green Road–Moss Cottages
LGSW20	A53 Verge, Fair-Green Road to Tollgate Avenue, Baldwins Gate
LGSW21	A53 Verge, Tollgate Avenue, Baldwins Gate
LGSW22	A53 Verge, “The Poplars” and “Tollgate House”

<i>Designated reference</i>	<i>Address/location</i>
LGSW23	Roundabout at Primary School, Tollgate Avenue, Baldwins Gate
LGSW24	Verge opposite Primary School, Tollgate Avenue, Baldwins Gate
LGSW25	Baldwins Gate Primary School, Playing Field
LGSW26	Green Space, Meadow Way and Moss Lane, Baldwins Gate
LGSW27	Green Space, Moss Lane and Field Close, Baldwins Gate
LGSW28	Local Right of Way, Moss Lane to Meadow Way, Baldwins Gate
LGSW29	A53 Verges, Gateway Avenue junction, Baldwins Gate
LGSW30	A53 Verge, Meadow Way junction, Baldwins Gate
LGSW31	A53 Verge, Meadow Way to “Lodore House”, Baldwins Gate
LGSW32	Verges, Sandyfields Estate, Baldwins Gate
LGSW33	“Chapel Green”, Baldwins Gate
LGSW34	Verges at junction Lakeside Close and A53, Baldwins Gate
LGSW35	Verge at Lakeside Close, Baldwins Gate
LGSW36	Verges at Lakeside Close, Baldwins Gate
LGSW37	Verge at Heronpool Drive, Baldwins Gate
LGSW38	Verge at Heronpool Drive, Baldwins Gate
LGSW39	Open space, Lakeside Estate, Baldwins Gate
LGSW40	Poplar Trees at “Swallow Hill”, Camp Hill
LGSW41	Dismantled railway line, Manor Road, Baldwins Gate to Aston
LGSW42	Whitmore Cricket Ground

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## 2.3 Policies matrix

The policies matrix illustrates how each policy contributes to meeting the aims of the Plan.

Policies	Aims and policy themes					
	Biodiversity and natural environment	Heritage assets	Community facilities	Design and character	Economy, business, transport	Housing and tourism
NE1 Natural Environment	✓		✓	✓		✓
NE2 Sustainable Drainage	✓			✓		✓
COM1 Community Facilities			✓		✓	✓
COM2 Small-scale Development in Local Green Space	✓		✓	✓		✓
COM3 Developer Contributions	✓		✓		✓	✓
DC1 Local Heritage		✓		✓	✓	✓
DC2 Sustainable Design	✓	✓	✓	✓	✓	✓
DC3 Public Realm and Car Parking	✓		✓	✓	✓	✓
DC4 Connectivity and Spaces	✓		✓	✓	✓	✓
DC5 Impact of Lighting	✓			✓		✓
DC6 Housing Standards	✓			✓		✓
DC7 Renewable Energy			✓	✓	✓	✓
EB1 High-Speed Connectivity and Telecommunications			✓		✓	✓
EB2 Commercial and Tourism Development	✓	✓	✓	✓	✓	✓
HG1 New Housing	✓		✓	✓	✓	✓
HG2 Housing Mix						✓
HG3 Local Play, Sports and Recreational Facilities			✓			✓

### 2.3.1 *Structure of the policies*

Each policy is presented in the following standard structure:

- **Rationale:** a clear statement of purpose, based on the vision and aims of the Plan
- **Evidence:** supporting evidence, including: cross-references to the evidence presented in the earlier sections of the Plan; reference to local community views and other evidence gathered through the Residents' Survey; and citation of current national and local policy and the emerging JLP
- **Policy:** the text of the policy, clearly identified by its boxed presentation and bold type
- **Interpretation:** interpretive text providing guidance as to how the policy should be applied.

## 2.4 Biodiversity and natural environment policies

### 2.4.1 *NE1: Natural environment*

#### **Rationale**

- To protect, preserve, restore and promote the area's natural heritage, landscape, habitats and biodiversity.
- To protect valued near and distant views and the landscape settings of the settlements.

#### **Evidence**

The NA is rural in character and has a rich natural environment. For a general description see [section 6.1](#). See also [section 6.8](#) for a description of the relationship between the NA's natural and built environments.

The NA comes under a hierarchy of environmental and landscape categorisations. At national level it is assigned to Natural England's National Character Area 61, Shropshire, Cheshire and Staffordshire Plain (see [section 6.2.1](#)) and Natural Area 27, West Midlands Meres and Mosses (see [section 6.2.2](#)).

At a lower and more detailed level of the hierarchy SCC's Planning for Landscape Change Special Planning Guidance classifies the NA under the Ancient Redlands and Sandstone Hills and Heaths landscape types (see [sections 6.2.3 and 6.2.4](#) and [Map 8](#)) and locates it in the Woodland Quarter of NuL (see [section 6.2.5](#)).

SCC's Planning for Landscape Change defines landscape policy areas and objectives for the county. Areas of landscape maintenance, enhancement and restoration are defined in the NA (see section 6.2.6 and Map 9). Regarding areas of landscape restoration, Planning for Landscape Change states that:

A range of causes have contributed to the decline of these areas: ... in the deeper countryside it has often been a change to intensive arable farming that has led to the loss of landscape elements that formerly contributed to character and quality. In each case, enough of that character survives to guide restoration efforts, which must be pursued with some commitment if the decline in these areas is to be halted and reversed. (Vol. 2, p. 4)

Staffordshire Wildlife Trust's Staffordshire Biodiversity Action Plan (SBAP) and its Biodiversity Opportunity Mapping report for NuL advocate habitat restoration at a landscape scale (see section 6.7).

For a description of the NA's geology, including its soilscape, peatland sites and Regionally Important Geological/geomorphological Sites (RIGS), see section 6.3 and Map 12, and section 6.2.2 West Midlands Meres and Mosses (Natural England Natural Area 27).

The government's 25 Year Environment Plan recognises the ecological and environmental value of England's peatlands. Natural England's report 'England's peatlands: carbon storage and greenhouse gases' (NE257) states that 'peatlands should be recognised as important carbon stores that are vital to help regulate our climate. We should also value our peatlands for their benefits to managing the flow and quality of water' (p. 35). The same report states: 'The Planning and Climate Change supplement to Planning Policy Statement 1 ... is clear that regional spatial strategies should "recognise the potential of, and encourage, those land use and land management practices that help secure carbon sinks"' (p. 37).

For hydrology, including details of watercourses, standing water, wetlands, the principal aquifer and flood zones see section 6.4 and Maps 11 to 16.

For special designations (Green Belt and SSSI) see section 6.5 and Map 4.

For habitats and wildlife in the NA, including details of Local Wildlife Sites and other designated ecological sites, ancient woodland, Habitats of Principal Importance and wildlife, see section 6.6 and Maps 17a-b and 18.

For biodiversity opportunity zones in the NA as identified in Staffordshire Wildlife Trust's SBAP and its Biodiversity Opportunity Mapping report for NuL see [section 6.7](#).

For green infrastructure, wildlife corridors and areas of habitat distinctiveness see [section 6.13](#) and [Maps 25 and 26](#).

The Residents' Survey showed that residents place a high value on the NA's natural environment. The rural location is valued by over 97% of respondents (Question 1). Ninety-two per cent to 86% agreed that the most suitable uses of land were for agriculture, open space, woodland and forestry and nature reserves and trails (Questions 11). Seventy-six respondents named specific open spaces that were important to them (Question 6a).

**Policy NE1 Natural Environment** is in conformity with the principles of the following national and local policies and aims.

**NPPF (2018):**

Para. 20  
Para. 118, esp. b)  
Para. 149  
Para. 150  
Para. 170  
Para. 171  
Para. 174  
Para. 175  
Para. 178  
Para. 179  
Para. 180  
Para. 182

**Adopted CSS:**

Strategic Aim 15 – To protect and improve the countryside and the diversity of wildlife and habitats  
Policy CSP 3 – Sustainability and Climate Change  
Policy CSP 4 – Natural Assets

**NuL Saved Policies:**

Policy N8: Protection of key habitats  
Policy N12: Development and the protection of trees  
Policy N14: Protection of landscape features of major importance to flora and fauna  
Policy N17: Landscape character – general considerations  
Policy N19: Landscape maintenance areas  
Policy N20: Areas of landscape enhancement

## Emerging JLP:

### Aim 4 – Utilising our natural assets and resources

#### **NE1: Natural Environment**

**New development will be supported that complements the landscape setting and character of the area, preserves or enhances and does not cause significant harm or degradation to the special rural character and ecological and environmental features of the area, including:**

- **wildlife areas, including designated Local Wildlife Sites (see Maps 17a and 17b), wildlife corridors, watercourses and their floodplains, sunken lanes, ponds and lakes, woodland, orchards;**
- **the Lowland Raised Bog at Chorlton Moss and other peatland sites (see Maps 10, 11 and 12);**
- **the Functioning Ecological Units of Chorlton Moss LWS, New Pool and Oak Wood LWS and Maer Pool SSSI (see Map 11);**
- **the Principal Aquifer lying beneath the majority of the Neighbourhood Area, including beneath and to the south of the village of Baldwins Gate (see Map 13);**
- **other natural habitats, including Habitats of Principal Importance (see Maps 17a, 17b, 18, 25 and 26);**
- **veteran trees;**
- **mature trees and hedgerows.**

## Interpretation

The policy includes a general requirement to consider impacts on the natural environment and also highlights elements of the natural environment that are particularly sensitive.

Interference with peat deposits must be avoided.

Early engagement with relevant local organisations such as the Staffordshire Wildlife Trust is strongly encouraged.

Over-draining has led to the deterioration of the Lowland Raised Bog at Chorlton Moss, which Natural England has assessed to be capable of restoration. Over-draining must be avoided in future, both at this location and in other peatland areas.

Exterior lighting should point downwards and be designed to avoid spillage beyond the area to be illuminated. Sensor lights on individual timer controls and compliance with BS5489-1:2013 (or its successor) are to be preferred.

#### **2.4.2 NE2: Sustainable drainage**

##### **Rationale**

- To ensure that adequate on-site drainage is provided on all new developments; to avoid flood risk on new developments or increasing flood risk elsewhere.

##### **Evidence**

See [Map 16](#), Environment Agency fluvial flood zones. The Environment Agency state in their consultation response: 'There are no main rivers within the plan area. The Meece Brook (main river downstream of plan area) drains the southern and eastern part of the plan area.

'There are a number of ordinary watercourses, some of which have areas of floodplain associated with them. Some of the ordinary watercourses are also culverted in places. There are also areas at risk of surface water flooding across the plan area.'

**Policy NE2 Sustainable Drainage** is in conformity with the principles of the following national and local policies and aims.

##### **NPPF (2018):**

Para. 150

##### **Adopted CSS:**

Policy CSP3 – Sustainability and Climate Change

### ***NE2: Sustainable Drainage***

**All development proposals should be designed to include sustainable drainage and water management measures and must either demonstrate that the existing water drainage infrastructure is adequate, or include improvements to that infrastructure to accommodate any additional water run-off. This includes consideration of whether new development will increase flood risk elsewhere (in and out of the neighbourhood area).**

#### **Interpretation**

This policy requires sustainable drainage to be incorporated into development proposals. This should be demonstrated through a ground condition survey which provides details of how the sustainable drainage will operate and be maintained. In addition, developers should ensure that there is sufficient drainage infrastructure capacity to accommodate the proposed development and not cause flooding elsewhere.

Any proposed Sustainable Urban Drainage System (SUDS) should not impact adversely on the existing natural environment and ecologically sensitive sites (see policy NE1) and should aim to reduce urban runoff pollution entering watercourses. For details of the NA's watercourses refer to [section 6.4](#).

In locations that are not served by the main sewerage network consideration should be given to provision of sustainable drainage systems that can be used in conjunction with septic tanks. This should be demonstrated through a foul sewage statement.

Rainwater harvesting and provision for grey water recycling are strongly encouraged.

To avoid flood risk and to protect wildlife corridors, culverting of existing watercourses and infilling of dry ditches should be avoided; wherever possible existing culverts should be opened up.

Implementation of natural flood management measures will be encouraged and promoted to contribute towards delivering a reduction in local and catchment-wide flood risk and the impacts of climate change as well as to achieve other wider environmental benefits.

In its consultation response the Environment Agency notes that the Meece Brook is a main river downstream of the NA. For information about flood control measures on the Meece

Brook in the NA refer to [section 6.4.1.2](#). See [section 6.4.3](#) for natural flood attenuation provided by peatlands in the NA. See [Map 11](#) for the water catchment of Chorlton Moss, south of Baldwins Gate, which drains into the Meece Brook.

Retention and creation of local green spaces and green infrastructure can provide a role with managing and mitigating flood risk as well as enhancing biodiversity and providing connectivity.

Staffordshire County Council as Lead Local Flood Authority should be consulted on drainage matters. Further information on the application of SUDS can be found in [NuL Borough Council's List of Local Validation Requirements](#).

In its consultation response the Environment Agency states: 'We recommend that the risk management framework provided in the document "Model Procedures for the Management of Land Contamination" (CLR11) is followed, when dealing with land affected by contamination. According to information held by the Environment Agency there are several historic landfill sites within the neighbourhood plan area.' For known landfill sites in the NA see [Box 6.5](#).

The Environment Agency's response also references its 'Groundwater Protection: Principles and Practice' (GP3). See also the aquifer, groundwater vulnerability and source protection zone maps in the map section, [Maps 13–15](#).

## 2.5 Community facilities policies

### 2.5.1 COM1: Community facilities

#### Rationale

- To identify existing and new buildings and land that are of importance to the community's well-being.

#### Evidence

The NA has a limited number of community facilities. Refer to [section 5.4](#), where facilities are listed by parish and [Maps 5a and 5b](#). The majority of community facilities, including key services such as some shops, primary school and GP surgery, are located in Baldwins Gate and these are used by residents of all of the settlements in the NA.

See [section 4.8](#) for a review of the NA's access to key services.

The AECOM Townscape Character Assessment (TCA) report (2017) notes the lack of a defined village centre in Baldwins Gate:

Residential functions dominate the settlement. A mixture of commercial and community functions are present along the intersecting A53; however, these are dispersed in location and cannot be read as a village centre. (p. 47)

Community facilities are not obvious and there is no defined village centre, which can confuse the legibility. (p. 58)

Evolution of the centre/ facilities hasn't kept up with settlement growth. (p. 58)

The lack of a clear settlement centre leaves the village vulnerable to piecemeal development of facilities which, as a result, could become inaccessible to each other. (p. 59)

Risk of becoming more unsustainable due [to] centre/ facilities failing to evolve to keep up with settlement growth. (p. 59)

The Residents' Survey showed that residents value the NA's community facilities. The GP surgery, post office and local shops were rated as important by 91% to 86% of respondents; local pubs, restaurants and cafes and the village halls were rated important by 74% to 71% (Question 2). Fifty-seven per cent of respondents said that they shop regularly in the NA (Question 3). Community open spaces such as the playing field at Whitmore village hall, the Jubilee Gardens and Chapel Green in Baldwins Gate and Chapel Chorlton Green are also valued (Question 6). A few respondents suggested that additional retail and food services were needed. Facilities for community care for the elderly were also suggested (Question 2a). Respondents indicated a need for more space to be allocated to recreation and leisure, including better playing field space and more outdoor and indoor sports and exercise facilities for all ages, including tennis courts and facilities for the disabled, and a dog park (Question 8).

**Policy COM1 Community Facilities** is in conformity with the principles of the following national and local policies and aims.

**NPPF (2018):**

Para. 8

Para. 83

Para. 92

### **Adopted CSS:**

Policy ASP6 – Rural Area Spatial Policy  
Policy CSP5 – Open Space/Sport/Recreation

### **NuL Saved Policies:**

Policy C22: Protection of community facilities  
Policy IM1: Provision of essential supporting infrastructure and community facilities

### **Emerging JLP:**

Aim 2 – Healthy and active communities  
Aim 5 – Strong city centre and market town with a diverse network of distinct towns and villages  
Key strategic issues and challenges:  
City, town, local and other centres

### ***COM1: Community Facilities***

**(a) New community facilities will be supported in sustainable and/or accessible locations, provided that they would have no significant adverse impact on:**

- 1 existing community assets;**
- 2 the amenities of any nearby residential properties;**
- 3 road capacity and safety; and**
- 4 the local, natural and historic environment of the Neighbourhood Area.**

**(b) Any development proposals relating to existing community facilities will be supported, provided that they would not have any significant adverse impact on the community value of the facility. For a list of these facilities refer to section 4.4.**

**Maps 5a and 5b show the locations of these facilities.**

### **Interpretation**

This is an enabling policy for new community facilities in sustainable and/or accessible locations and further development of existing community facilities. Sustainable and/or accessible locations for shops and other facilities that would serve the local community would be within the existing centres where there is concentration of housing. Sustainable

locations for facilities involving use of open land would depend to a significant degree on landscape sensitivity and other landscape impacts. This will help to ensure that the area is supported by a range of community facilities. Community facilities could include health, education, retail, tearooms/cafes, formal/informal meeting places, indoor and outdoor recreation, sport and leisure facilities, open space, public car parking facilities.

Policy HG1 safeguards against the loss of important community facilities.

This policy should be applied with policy ASP6 of the Core Spatial Strategy and saved policy C22 of the Local Plan.

## **2.5.2 COM2: Small-scale Development in Local Green Space**

### **Rationale**

- To protect green areas of importance to the community.
- Local green spaces can play a significant role in managing flood risk and flood mitigation in the area, particularly in relation to surface water flooding.

### **Evidence**

See sections 2.2 and 6.13, and Appendix 1, Local Green Space descriptions.

**Policy COM2 Small-scale Development in Local Green Space** is in conformity with the principles of the following national and local policies and aims.

### **NPPF (2018):**

Para. 99  
Para. 100  
Para. 101

### **Adopted CSS:**

Policy CSP5 – Open Space/Sport/Recreation

### **Emerging JLP:**

Aim 2 – Healthy and active communities

### ***COM2: Small-scale Development in Local Green Space***

**Small-scale development will be supported within a Local Green Space, provided that very special circumstances consistent with policy for Green Belts are demonstrated and it does not compromise the open quality of that space and enhances its overall community value.**

#### **Interpretation**

This policy provides protection for Local Green Spaces, whilst enabling small-scale development that complements the community use of a specific Local Green Space. Examples would be a small storage and changing facility to support a sports or recreational use, an open-air shelter to support use for community events, or fixed play and/or outdoor gym equipment. This policy also seeks to ensure that any such developments are accessible to the public.

### ***2.5.3 COM3: Developer contributions***

#### **Rationale**

- To ensure that new development is supported by the commensurate and appropriate augmentation of infrastructure, services and community facilities that are of importance to the community's functioning and well-being.

#### **Evidence**

The NA has a limited number of community facilities, as described and listed in [section 5.4](#). The majority of these facilities, including a few key services such as some basic shops, primary school and GP surgery, are located in Baldwins Gate. These are used by residents of both Baldwins Gate and the NA's other settlements.

The AECOM TCA notes the lack of a defined village centre in Baldwins Gate:

Residential functions dominate the settlement. A mixture of commercial and community functions are present along the intersecting A53; however, these are dispersed in location and cannot be read as a village centre. (p. 47)

and that

Community facilities are not obvious and there is no defined village centre which can confuse the legibility. (p. 58)

The same report also states that in Baldwins Gate there is a

Risk of becoming more unsustainable due [to] centre/ facilities failing to evolve to keep up with settlement growth. (p. 59)

and that

The lack of a clear settlement centre leaves the village vulnerable to piecemeal development of facilities which, as a result, could become inaccessible to each other. (p. 59)

The Residents' Survey showed that the community facilities are valued by residents. The GP surgery, post office and local shops were rated as important by 91% to 86% of respondents; local pubs, restaurants and cafes and the village halls were rated important by 74% to 71% (Question 2). Fifty-seven per cent of respondents said that they shop regularly in the NA (Question 3). Community open spaces such as the playing field at Whitmore village hall, the Jubilee Gardens and Chapel Green in Baldwins Gate and Chapel Chorlton Green are also valued (Question 6). A few respondents suggested that additional retail and food services were needed (Question 2a). Facilities for community care for the elderly were also suggested. Respondents indicated a need for more space to be allocated to recreation and leisure, including better playing field space and more outdoor and indoor sports and exercise facilities for all ages, including tennis courts and facilities for the disabled, and a dog park (Questions 2a and 8a).

**Policy COM3 Developer Contributions** is in conformity with the principles of the following national policy.

**NPPF (2018):**

Para. 54  
Para. 55  
Para. 56

**Adopted CSS:**

Policy ASP6 – Rural Area Spatial Policy  
Policy CSP5 – Open Space/Sport/Recreation

### **COM3: Developer Contributions**

**In considering use of financial contributions for community and other infrastructure, the following infrastructure priorities in the Neighbourhood Area should be considered:**

- 1 Provision of social infrastructure to support growth, including health, education, sport and leisure and other community facilities, e.g. care facilities and other services;**
- 2 Provision of new open spaces and enhancement of existing open spaces, footpaths, bridleways and routes to support walking, cycling and recreational facilities; and**
- 3 Provision of new bus stops and improved public transport services.**

#### **Interpretation**

This policy sets out infrastructure priorities for the NA.

When considering S106 requirements or allocation of any future CIL monies, the aforementioned priorities apply, working with the parish councils to identify and meet current needs.

Where the upkeep of public open space (POS) is to be secured by maintenance agreements, public access to POS and footpaths, cycle routes and bridleways over the POS should be secured and protected by appropriate conditions.

## **2.6 Design, character and built heritage policies**

### **2.6.1 DC1: Local heritage**

#### **Rationale**

- To protect, preserve and promote the area's conservation areas and heritage assets.
- To find new uses for disused buildings that make a positive contribution to the local built heritage.

- To ensure that all new development, including replacement dwellings and extensions, is in conformity with the area's rural character and local built heritage.

### **Evidence**

The NA is rural in character and has a distinctive built character and heritage. For a description of the relationship between the NA's natural and built environments refer to [section 6.8](#) and for a general review of built character see [section 6.9](#).

For lists of designated heritage assets in the NA – scheduled monuments, listed structures, registered parks and gardens, conservation areas – refer to [section 6.10](#). For non-designated heritage assets, including locally listed structures and sites recorded by the Staffordshire Historic Environment Record (HER) – refer to [section 6.11](#) and [Maps 19a–19c](#).

Non-designated heritage assets also include a variety of categories of historic structures that contribute to the NA's rural character and built heritage. For these, refer to the following sections: farmsteads, [section 6.11.3](#) and [Maps 20a–20c](#); workers' cottages and council houses, [section 6.11.4](#); schools, [section 6.11.5](#); chapels, [section 6.11.6](#); Cheshire railings, [section 6.11.7](#) and [Map 21](#). All of these structures are categorised as 'non-designated heritage assets' (see NPPF below).

Seventy-eight per cent of respondents to the Residents' Survey agreed that vacant or derelict buildings would be suitable sites for new homes.

**Policy DC1** is in conformity with the principles of the following national and local policies and aims.

### **NPPF (2018):**

Para. 79, esp. c) and d)  
Para. 146 d)  
Para. 197

### **Adopted CSS:**

Strategic Aim 14 – To protect and enhance the historic heritage and the unique character of the plan area  
Policy ASP6 – Rural Area Spatial Policy  
Policy CSP1 – Design quality  
Policy CSP2 – Historic Environment  
Policy CSP3 – Sustainability and Climate Change

### **NuL Saved Policies:**

Policy S3: Development in the Green Belt  
Policy H9: Conversion of rural buildings for living accommodation  
Policy B8: Other buildings of historic or architectural interest  
Policy B10: The requirement to preserve or enhance the character or appearance of a conservation area  
Policy E12: The conversion of rural buildings

### **Emerging JLP:**

Aim 6 – Making our historic past work for the future  
Key strategic issues and challenges:  
Heritage

#### ***DC1: Local Heritage***

**The appropriate and sensitive reuse and/or conversion of historic buildings is strongly encouraged. This includes historic farmsteads, commercial buildings, places of worship and educational buildings. Conversion schemes will be supported, provided that:**

- **they complement the character and appearance of the existing building;**
- **the scale and massing of any extension does not over-dominate the original;**
- **high-quality and durable materials are used.**

### **Interpretation**

Historic buildings refers non-designated heritage assets in Conservation Areas and elsewhere in the NA. Complementing the existing structure is not necessarily about imitation, but can include well-designed contemporary interventions.

For details of the NA's non-designated heritage assets refer to [section 6.11](#). For locally listed structures refer also to the [Register of Locally Important Buildings in Newcastle-under-Lyme](#).

In applying the policy, consideration should be given to the [Staffordshire Farmsteads Assessment Framework](#).

High-quality materials could include well-finished and durable modern materials with a high standard of finish or authentic local/historic materials, including authentic vernacular materials such as Staffordshire Blue roof tiles and scalloped or fish-scale roof tiles. The policy would not be met by poor-quality imitation of traditional materials, such as plastic fascias or standard concrete roof tiles. Samples of materials could be submitted as a planning condition.

In considering impacts of building conversions it is necessary to include consideration of associated works such as new/improved access/driveway, parking areas, gardens, boundary treatments, lighting and outbuildings. Attention should also be paid to treatments of boundaries and parking areas to complement the setting of heritage assets.

This policy seeks to enable rural diversification and should be applied to all forms of development, not just residential, and should be applied with the other design policies DC2 and DC3 of the Neighbourhood Plan.

### **2.6.2 DC2: Sustainable design**

#### **Rationale**

- To ensure that all new development, including replacement dwellings and extensions, is in conformity with the area's rural character and local built heritage.

#### **Evidence**

Both the AECOM TCA report and the AECOM Heritage and Character Appraisal (HCA) report (2016) document the rural character of the NA and its settlements.

#### **Key rural characteristics**

The AECOM HCA report defines the NA's rural character in the following list of key characteristics:

- Strong rural area dominated by pastoral farming with a quiet and remote character, which generally results in a high degree of tranquillity
- Loose pattern of development with dispersed linear settlements, isolated dwellings, and farms at the ends of lanes
- The visual and audible prominence of the A51, A53 and West Coast Mainline in parts of the area

- A number and variety of historic buildings throughout the area, many of which are listed
- Fields generally larger in those parts of the area where (former) estates and parkland predominate, and smaller where tenant farming and smallholding has predominated. Most fields are bounded by hedgerows or woodland blocks
- Sunken, narrow, winding country lanes bounded by hedgerows, estate walls or house frontages
- Rolling lowland landscape enclosed by wooded ridges
- Parkland landscapes of estate lands, such as Maer, Whitmore and Madeley Park
- Suburban character and spacious layout of post-war estate developments in Baldwins Gate and Madeley Park Wood
- Significant area of commercial forestry to the north of Blackbrook.

AECOM, HCA, p. 18

The AECOM TCA report adds to the above by defining a ‘cumulative rural settlement character across the three parishes’ (p. 8). It defines and identifies a hierarchy of settlement types across the NA (see Table 6.5) and constructs a picture of the settlement character by defining historic morphology, land use distribution, landscape type, urban structure, landform, building type and movement and legibility for each settlement type. In defining the rural character of the NA the report highlights the importance of the settlements’ relationship to the landscape:

The natural landscape provides a shared mutual identity for settlements across the Neighbourhood Area, and is considered to be one of the Neighbourhood Area’s most significant features. The undulating landform, and the numerous controlled views which this topography offers, are valuable assets to the Parishes, and are crucial in defining the character of the Neighbourhood Area. (p. 43)

The AECOM TCA report also refers to ‘long views across or out of’ the NA (e.g. pp. 43, 51, 68, Table 6.4) and ‘glimpsed views of the countryside’ that can often be seen between loosely spaced buildings in the smaller settlements (p. 44).

### ***Issues to be addressed***

The HCA report identifies a range of issues to be addressed through new development or active management:

- Paving over of some front gardens in some settlements, and driveway parking in front of residences in newer estates in Baldwins Gate, contributing to car-dominated streetscapes.

- Lack of wooded margins to new developments, such as Fair-Green Road in Baldwins Gate and Walls Wood in Madeley Park Wood.
- High volumes of high speed traffic on the A51 and A53.
- The conversion of former estate buildings has introduced domestic and sometimes suburban architecture which at times jar with the historic landscape and parkland setting.
- Unsympathetic extensions, domestic porches to former agricultural buildings, the insertion or alteration of openings, the use of non-traditional materials in historic buildings, which cumulatively may undermine the historic character and appearance of the area.
- Newer development within the villages, particularly infill plots and the more recent estates in Baldwins Gate, have not respected the well-established post-war estate village style in terms of the established scale, height, massing, density, alignment and materials.
- Inappropriate boundary treatments, such as manor gates and railings and red brick walls, that are not in keeping with the rural character of many of the settlements.

AECOM, HCA, p. 32

#### *Boundary treatments*

Guidance on boundary treatments in the AECOM Baldwins Gate Design Statement is that:

Boundary treatments should be sympathetic to their location. Traditional treatments should be used along front boundaries. Where plots have boundaries onto public roads or footpaths, the use of hedging is preferred to high walls or fences....

AECOM, TCA, p. 64

Public-facing boundaries on plots in the NA's other settlements likewise need to reflect the local character.

#### *Overdevelopment and inappropriate extensions*

The AECOM TCA report identifies aspects of overdevelopment that threaten to undermine rural character. In Baldwins Gate:

Overdevelopment of plots on more modern estates, with larger buildings/ smaller frontages and a closer relationship to the road, creating a suburban rather than rural character. (p. 59)

and:

Housing extensions disproportionate to the existing housing profile and size risk undermining cohesiveness of the village's character (p. 59)

In the smaller settlements the same report identifies:

Inappropriate property extensions unsympathetic to the environment (p. 60)

### ***Sensitivities to change***

The AECOM HCA report also identifies elements that are particularly sensitive to change:

These relate to the value and setting of heritage assets and the rural characteristics of the surrounding landscape.

- Heritage buildings and their settings, in particular the clusters of listed buildings in the Whitmore, Butterton and Maer Conservation Areas
- Areas of ancient woodland and mature hedgerows and trees across the parishes
- The parkland landscapes of Maer and Whitmore, including the registered park and gardens of Maer Hall
- The wooded valley of the Meece Brook
- Wetland and peat bed areas around Baldwins Gate and in the Tern Valley
- The open farmland and woodland blocks which maintain separation between settlement areas

AECOM, HCA, p. 32

The AECOM TCA adds to the above in a SWOT analysis of the NA's different settlement types that identifies the sensitivities of each to change (see Table 6.6).

A Design Statement for Baldwins Gate provides guidance for the design of future development in that settlement and is included as an Appendix to this chapter (see section 2.8). Together with the SWOT analyses in Table 6.6, descriptions of the building typologies within each of the NA's settlement types (see section 6.8.1.1) can guide design within the settlements.

### ***Recommendations***

In order to maintain and preserve the NA's heritage assets and its essential rural character the AECOM HCA report makes a number of recommendations.

Despite the area's proximity to the urban area of Newcastle-under-Lyme, it has retained a strongly rural character and remains an attractive area of sparsely settled countryside. However, without further protection through planning policy, unsympathetic development, loss of open countryside, loss of heritage assets, including natural heritage and loss of mature vegetation in the area would have incremental impacts on the characteristics of the area which would result in a substantial cumulative impact on landscape character.

In order to address the issues highlighted above, managing change in this area should focus on sustaining and enhancing the defining rural character of the Neighbourhood Plan area and reinforcing the local distinctiveness conferred by its built, landscape and natural assets. The following principles should be considered when defining policies with respect to heritage and character:

- New developments should respect the layout, scale, mass, height and appearance of neighbouring buildings and buildings across the Neighbourhood Area and the rural character of settlements and should avoid urban dwelling types, styles and densities
- High quality materials and a high standard of workmanship should be applied in the repair, or other works, to the public realm
- Conserve and protect heritage assets and their setting, including those located outside the Maer, Butterton and Whitmore Conservation Areas
- Proposals to alter existing buildings should demonstrate a detailed understanding of the history and design qualities of the buildings and provide a clear rationale for how this is taken account of in the design of the alterations proposed
- Preserve the sense of enclosure in enclosed parts of the landscape by maintaining hedgerows and trees
- Protect the rural character of the landscape by maintaining or creating screening around the urban edges of settlements
- Proposals should retain or enhance well-vegetated front gardens that demonstrate a strong relationship with the street and the rural character of the area, and avoid substantial areas of paving for parking that create car-dominated streetscapes
- Contain any further expansion of the settlements within the Green Belt to protect its statutory functions
- Contain any further expansion of the settlements in the open countryside so as to maintain the existing loose pattern of settlement and avoid the visual or actual coalescence of settlements
- Maintain the openness of the landscape where it has been formed by parkland, (former) estate lands and farming estates
- Protect the area's environmentally sensitive places such as wetlands, woodlands and Local Wildlife Sites, which contribute the richness of character in the rural landscape, from the encroachment of development.

AECOM, HCA, p. 33

### ***Residents' Survey***

Responses to the Residents' Survey showed the high value that residents place on the NA's rural character and heritage assets, with slightly more weight given to the natural environment than to heritage assets. In Question 9, 98% agreed that it is important to protect the landscape and natural environment; 94% assigned importance to the NA's

conservation areas and 65% to identifying further structures that should be protected.

Responses to Question 10 further reflected the value placed on landscape and rural setting.

**Policy DC2 Sustainable Design** is in conformity with the principles of the following national and local policies and aims.

**NPPF (2018):**

Para. 124  
Para. 125  
Para. 127  
Para. 128  
Para. 130  
Para. 131  
Para. 185

**Adopted CSS:**

Strategic Aim 14 – To protect and enhance the historic heritage and the unique character of the plan area  
Strategic Aim 16 – To eliminate poor quality development  
Policy ASP6 – Rural Area Spatial Policy  
Policy CSP1 – Design Quality  
Policy CSP2 – Historic Environment  
Policy CSP4 – Natural Assets

**NuL Saved Policy:**

Policy H18: Design of residential extensions, where subject to planning control

**Emerging JLP:**

Aim 3 – Dynamic and diverse neighbourhoods  
Aim 6 – Making our historic past work for the future  
Key strategic issues and challenges:  
City, town, local and other centres  
Heritage  
Natural and rural environment

***DC2: Sustainable Design***

**All new development will be supported provided that it:**

- 1 Complements local landscape or townscape character in terms of urban and built form, spacing, enclosure and definition of streets and spaces;**

- 2 Maintains and enhances the character and appearance of the landscape or existing townscape;**
- 3 Reflects local character in terms of its height, scale and massing;**
- 4 Avoids the appearance of over development and over urbanisation;**
- 5 Uses high-quality, durable materials, to complement the site and context;**
- 6 Responds to and preserves views and landmarks visible from within sites in the design and layout of the development;**
- 7 Includes high-quality boundary treatments to reflect the local character;**
- 8 Integrates existing verges into new developments and creates new green verges as part of the layout and design of new streets and spaces;**
- 9 On the edge of the countryside, creates a transition between built area and open landscape, particularly in the built form, landscaping and boundary treatments; and**
- 10 Responds sensitively to local topography.**

### **Interpretation**

The overall policy covers new development, replacement buildings, conversions and extensions. Obviously, some parts of the policy relate only to development that introduces new layout.

Design and access statements submitted with planning applications should make clear how the requirements of this policy have been met.

High-quality materials could include well-finished and durable modern materials with a high standard of finish or authentic local/historic materials, including authentic vernacular materials such as Staffordshire Blue roof tiles and scalloped or fish-scale roof tiles. The policy would not be met by poor-quality imitation of traditional materials, such as plastic fascias or standard concrete roof tiles. Samples of materials could be submitted as a planning condition.

Planning applications should make clear how the NPPF's (para. 128) encouragement for community engagement has been met, recognising that this is a material consideration. Community engagement should be focused on the pre-design stage, so that the community's knowledge informs the design process. Late-stage engagement, focused on narrow and subjective aesthetic matters, offers little opportunity to influence the fundamental characteristics of a scheme.

For further guidance on local design characteristics in Baldwins Gate see the Baldwins Gate Design Statement (section 2.8). For design guidance for the NA's other settlements and different settlement types see Table 6.5 'Settlement typology', Table 6.6 'SWOT analysis of individual settlements' and section 6.8.1.1, all quoted verbatim from the AECOM TCA report.

### **2.6.3 DC3: Public realm and car parking**

#### **Rationale**

- To maintain and enhance connectivity within settlements and between existing and new development and promote 'active travel' (walking and cycling) within settlements.
- To protect rural character by ensuring an adequate level of parking provision within settlements and on new developments and avoid on-street parking and car-dominated street scenes.
- To minimise the impact of light pollution on the rural character and natural environment of the NA.

#### **Evidence**

##### ***Connectivity***

The AECOM TCA report identifies poor connectivity of spaces within the settlement of Baldwins Gate:

The suburban layout doesn't allow for connectivity across the settlement, as it tends to lineate out from the A53 at right angles, with little cross-connectivity. The cul-de-sac layout creates a road dominated environment. (p. 55)

There is an unclear street hierarchy within the settlement, with only a loose definition between residential streets and private accesses or unadopted roads. ... The unclear suburban layout does little to help in terms of legibility, especially as

each street is of a varying style and layout. ... Cul de sac layouts and poor pedestrian linkages create inward looking estate parcels and tend to create car focused development. ...

These types of layout are today deemed to discourage walking and cycling, and best practice would suggest improvements in terms of orientating features, linkages and creating a more memorable urban form.

The standalone street pattern displayed by each estate has exacerbated a poorly legible urban form. (p. 49)

Poor connectivity resulting from piecemeal development creates silo developments.

The SWOT analysis of Baldwins Gate in the AECOM TCA report further identifies:

- WCML prevents east/west movement across village, except via the A53
- Poor interconnections between different parts of the village
- Unclear street hierarchy contributes to an illegible understanding of space which is difficult to navigate
- Impermeable culs-de-sac discourage active transport (ie walking and cycling)
- ...
- Additional piecemeal development would further worsen the village's incohesiveness and illegibility (p. 59)

### ***Car parking***

See [section 4.7](#) Transport and car ownership, for evidence on the low level of public transport provision in the NA and the high level of car ownership and dependence on travel by private car, especially [Figures 4.23 and 4.25](#) and [Table 4.6](#); and [section 4.8](#) Accessibility of key services.

The AECOM Baldwins Gate Design Statement contains the following guidance on car parking:

*Guidance 12 (Parking Strategy):* Parking should be incorporated into the curtilage of building plot or within small-scale, landscaped parking courts where possible. New developments should submit a parking strategy which offers a suite of interventions which promote an attractive street-scape rather than a standardised solution. It should enhance the quality of the street-scape rather than detract from its architectural and public realm qualities, and its opportunities for movement.

*Guidance 13 (On-Street Parking):* Where on-street parking is necessary, the car parking design should be combined with landscaping to minimise the presence of vehicles on the street and as not to dominate the street-scene.

AECOM, TCA, p. 66

At the Kier development site, currently under construction at Gateway Avenue in Baldwins Gate, the developer has placed a planning condition on the properties and requires customers to enter into a covenant restricting the types of vehicles that residents may park within the curtilage of their home. The effect of this is to displace parked vehicles to other locations within the settlement, to the detriment of other residents. Although this is a planning matter, there is no provision in law for planning policy to deal with it. The ability of developers to impose such restrictions has the potential to create planning issues that could affect future developments.

### ***Lighting***

Insensitive or inappropriate lighting can have a negative impact on rural character and the natural environment. The AECOM TCA report notes that in the hamlet settlements:

- Street lighting would detract from the remote atmosphere and impact negatively on the night-time landscape (p. 62)

The Baldwins Gate Design Statement contains the following guidance:

*Guidance 22 (Lighting):* Private security lighting should be moderate and non-invasive, and should seek to minimise spillage which could disrupt long views from outside the settlement. Street lighting should respect the rural nature of Baldwins Gate

AECOM, TCA, p. 68

The same guidance is applicable to the NA's other settlements and to isolated development.

**Policy DC3 Public Realm and Car Parking** is in conformity with the principles of the following national and local policies and aims.

### **NPPF (2018):**

Para. 104  
Para. 105  
Para. 180

### **Adopted CSS:**

Policy ASP6 – Rural Area Spatial Policy  
Policy CSP1 – Design Quality  
Policy CSP4 – Natural Assets  
Policy CSP5 – Open Space/Sport/Recreation

## Emerging JLP:

Key strategic issues and challenges:

Transport

Environment

### ***DC3: Public Realm and Car Parking***

**The form and layout of new development must demonstrate high standards of townscape and urban design in terms of public realm and car parking, including:**

- 1 Providing ease of movement for pedestrians and cyclists, including by connections to surrounding pedestrian and cycle routes and Public Rights of Way;**
- 2 Catering for people with a range of mobility requirements;**
- 3 Providing streets that encourage low vehicle speeds and which can function as safe, social spaces;**
- 4 Providing a mix of car parking as an integral part of the layout, so that vehicles do not dominate the streets and spaces;**
- 5 Ensuring that parking space provided within the curtilage of each dwelling is proportionate to the size of the property in terms of number of spaces;**
- 6 Avoiding adverse impacts on the capacity of the highway network, including through generating additional on-street parking; and**
- 7 Minimising the impact of outside lighting sources on the environment and wildlife and minimising light pollution.**

## Interpretation

Applying this policy will require consideration of the impact of the new development, together with the combined impact of other approved developments. The policy covers new development, replacement buildings, conversions and extensions.

The design of new developments should have regard to legibility of layout and connectivity with existing development and important local routes for 'active travel'.

The car parking mix should comprise garage and driveway space suitable for a range of vehicle sizes and could include landscaped parking areas for visitors and overflow residential parking so as to avoid on-street parking and a car-dominated street scene.

Garage and within-curtilage parking space should not dominate frontages. Staffordshire County Council sets minimum internal dimensions for garages as 3m by 6m.

### 2.6.4 DC4: Connectivity and spaces

#### Rationale

- To encourage 'active transport' within settlements by providing a network of safe pedestrian and cycle routes and open spaces.
- To create safe links between new development and existing routes and open spaces.

#### Evidence

The AECOM TCA report identifies 'Poor interconnections between different parts of the village' (p. 58) in Baldwins Gate and that

The suburban layout doesn't allow for connectivity across the settlement, as it tends to lineate out from the A53 at right angles, with little cross-connectivity. The cul-de-sac layout creates a road dominated environment. (p. 55)

Further, the layouts

are today deemed to discourage walking and cycling, and best practice would suggest improvements in terms of orientating features, linkages and creating a more memorable urban form.

AECOM, TCA, p. 49

In Madeley Park Wood

Access [is] achieved by self-serving routes, and there is a degree of disconnect between the PRoW and roads to village centres

AECOM, TCA, p. 57

**Policy DC4 Connectivity and Spaces** is in conformity with the principles of the following national and local policies and aims.

**NPPF (2018):**

Para. 98  
Para. 127

**Adopted CSS:**

Policy ASP6 – Rural Area Spatial Policy  
Policy CSP1 – Design Quality  
Policy CSP4 – Natural Assets  
Policy CSP5 – Open Space/Sport/Recreation

**Emerging JLP:**

Key strategic issues and challenges:  
Transport  
Environment

***DC4: Connectivity and Spaces***

**New development adjacent to existing footpaths, Public Rights of Way, bridleways, cycle ways, green links or open spaces must take account of their proximity by avoiding negative impacts on amenity, safety, visual appearance, surveillance and functionality.**

**New development must take opportunities to improve connections to and enhance existing footpath, cycle route and bridleway networks.**

**Interpretation**

This policy covers new development, replacement buildings, conversions and extensions.

Development should not turn its back on existing pedestrian, cycle and bridle routes or open spaces, for example by flanking them with hedges or fencing. It is essential that open surveillance be maintained.

It is highly desirable for new development to provide links to existing pedestrian, cycle and bridle routes and open spaces (see above, [section 5.4.3](#) and Policy DC3 Public Realm and Car Parking).

### 2.6.5 DC5: Impact of lighting

#### Rationale

- To limit the impact of light pollution on local amenity, the night-time landscape and the NA's wildlife.

#### Evidence

Insensitive or inappropriate lighting can have a negative impact on rural character and the natural environment. The NA is a rural area. The villages, hamlets and isolated developments are located in a setting of agricultural land and woodland. The largest settlement, the village of Baldwins Gate, is located in a broad, dark valley, surrounded by hills; a Local Wildlife Site is situated a short distance from the south-eastern boundary of the settlement (see Map 17b, site 73/99/98). The AECOM TCA report notes that in the hamlet settlements:

- Street lighting would detract from the remote atmosphere and impact negatively on the night-time landscape (p. 62)

Fully shielded lighting, with no light emitted directly upward, decreases skyglow by about half when viewed nearby, and by much greater factors when viewed from a distance.

**Policy DC5 Impact of Lighting** is in conformity with the principles of the following national and local policies and aims.

#### NPPF (2018):

Para. 180

#### Adopted CSS:

Policy CSP1 – Design Quality  
Policy CSP3 – Sustainability and Climate Change  
Policy CSP4 – Natural Assets

#### Emerging JLP:

Aim 4 – Utilising our natural assets and resources

### ***DC5: Impact of Lighting***

**Floodlighting and other illuminated features that form part of new development must be designed to maintain dark skies and to avoid impact on the rural environment and local wildlife.**

#### **Interpretation**

Lighting should point downwards and be focused as far as possible. Planning applications should include details how the requirements of this policy have been addressed. Applicants are recommended to refer to the Institute of Lighting Professionals, Guidance Notes for the Reduction of Obtrusive Light GN01:2011, <https://www.theilp.org.uk/documents/obtrusive-light/>

### ***2.6.6 DC6: Housing standards***

#### **Rationale**

- To create safe, attractive and uncluttered developments.

#### **Evidence**

The local authority requires residents to separate certain recyclable items from household waste for separate collection. Storage areas for this waste and its containers needs to be provided outside living accommodation.

Permeable surfaces in hard landscaped areas help to meet the requirement for SUDS in developed areas.

It is government policy to encourage 'active travel' (walking and cycling). Residents need secure, covered space, in which to store cycles.

The government has announced that the manufacture and sale of petrol cars in the UK will cease in 2040 (7 years after the end date of this Plan). The number of electric and plug-in hybrid cars on the roads is steadily increasing. NA residents will need facilities to charge their cars at home.

Developments in renewable energy generation and storage technology enable electric cars to function as household energy stores and to provide energy for household use. This also requires vehicles to be plugged into the household energy network.

**Policy DC6 Housing Standards** is in conformity with the principles of the following national and local policies and aims.

**NPPF (2018):**

Para. 110

**Adopted CSS:**

CSP1 – Design quality

***DC6: Housing Standards***

**New housing development must:**

- 1 Include adequate screened storage space for bins and recycling;**
- 2 Ensure permeable surfaces in hard landscape areas;**
- 3 Provide secure, covered space for cycles;**
- 4 Provide electrical car charging points within the curtilage of properties, accessible from parking areas.**

**Interpretation**

The policy addresses variety of issues in housing development, including drainage and external storage, and the uptake of new transport technology. Secure, covered space for cycles could be provided within garage space.

***2.6.7 DC7: Renewable energy***

**Rationale**

- To encourage residents and businesses to adopt a variety of renewable energy technologies.

## **Evidence**

The uptake of renewable energy technologies for both dwellings and businesses in the NA is currently slow. The Residents' Survey showed low levels of support for large-scale renewable energy projects, with solar fields having the best support at 17%.

However, the NPPF is clear that 'The planning system should support the transition to a low carbon future in a changing climate' and should 'support renewable and low carbon energy and associated infrastructure' (para. 148). It should help to 'shape places in ways that contribute to radical reductions in greenhouse gas emissions' (para. 148).

The rapid development of new materials and technologies for energy generation and storage means that the range of renewable energy technologies that are compatible with the NA's rural character will continue to grow.

Distributed energy generation systems and microgrids are an appropriate and sustainable means for meeting the energy needs of small rural communities.

**Policy DC7** is in conformity with the principles of the following national and local policies and aims.

### **NPPF (2018):**

Para. 148  
Para. 150, esp. b)  
Para. 151  
Para. 152  
Para. 153  
Para. 154

### **Adopted CSS:**

Policy CSP3 – Sustainability and Climate Change  
Policy CSP4 – Natural Assets

### **Emerging JLP:**

Key strategic issues and challenges:  
Energy and climate change

### ***DC7: Renewable Energy***

**New developments should consider opportunities for the installation of renewable energy technologies either on an individual building basis or on a development-wide basis.**

**The installation of renewable energy technologies as part of new housing or commercial developments will be supported, providing they would have no significant adverse impact on residential amenity or on the rural and natural environment. This includes consideration of noise, disturbance, traffic movement, visual impacts, dust, vibrations and other impacts.**

#### **Interpretation**

This policy is intended to encourage the uptake and use of renewable energy technologies within the Neighbourhood Area and to enable small-scale community energy . The policy requires impacts on residential amenity and on landscape and rural character to be considered carefully.

## **2.7 Economy and business policies**

### ***2.7.1 EB1: High-speed connectivity and telecommunications***

#### **Rationale**

- To promote rural businesses that will contribute to the local and the wider economy.
- To promote home working and to provide suitable premises and communications technology to enable residents and employers to establish businesses in the Neighbourhood Area.

#### **Evidence**

Home working is a sustainable option for working-age people in rural areas. The NA has a significantly higher proportion of people working from home in comparison to NuL and England (see section 4.6.2.3 and Figure 4.14). Nine per cent of respondents to the Residents' Survey identified themselves as working from home regularly, and 8% as working from home sometimes (Question 21).

Both home working and economic development through the growth of existing businesses or establishment of new businesses suited to the rural location require a high-quality telecommunications infrastructure.

Responses from the Residents' Survey showed a low level of satisfaction with telecommunications, ranging from 34% for mobile voice signal to 26% for fixed line broadband (Question 5). Thirty-one residents who identified themselves as employers not currently operating a business in the NA cited internet access as a barrier (Question 23).

Superfast broadband is available in parts of the NA and still being rolled out (see [Map 6](#)). Mobile coverage is uneven across the NA and in some places is weak or non-existent (see [Maps 7a and 7b](#)).

**Policy EB1 High-Speed Connectivity and Telecommunications** is in conformity with the principles of the following national and local policies and aims.

**NPPF (2018):**

Para. 112

**Adopted CSS:**

Strategic Aim 3 – To reduce the need to travel

Strategic Aim 5 – To foster and diversify the employment base of all parts of the plan area

Policy ASP6 – Rural Area Spatial Policy

Policy CSP3 – Sustainability and Climate Change

**Emerging JLP:**

Aim 1 – UK central hub for innovation and investment

***EB1: High-Speed Connectivity and Telecommunications***

**New development, for both housing and commercial uses, must incorporate full fibre broadband connections and not impact negatively on the functionality of the existing telecommunications infrastructure.**

**A connectivity statement should be included with the application to demonstrate that broadband access and speed will be sufficient and that it will be of no detriment to existing users.**

## **Interpretation**

The purpose of this policy is to ensure that new development (including replacement dwellings) is capable of connection to faster services. This promotes sustainable live/work patterns by enabling home working and supporting local business, delivering fibre to the premises where appropriate.

Developers should have early discussions with providers of telecommunications infrastructure to deliver the necessary physical infrastructure to accommodate information and digital communications networks as an integral part of all new developments.

### **2.7.2 EB2: Commercial and tourism development**

#### **Rationale**

- To provide suitable indoor and outdoor space for the enjoyment and leisure use of both residents and visitors.
- To promote the Neighbourhood Area's built heritage and natural assets and incorporate them into the local economy.
- To provide the means for residents and visitors to learn about and enjoy the Neighbourhood Area's natural and heritage assets.

#### **Evidence**

The NA's economy has an existing leisure and tourism base that is supported by rural diversification, including sport- and leisure-based businesses and clubs, a variety of holiday accommodation, the reuse and redevelopment of disused buildings by a variety of businesses and the NA's extensive network of PRowS and lanes (see [section 5.7](#)). There is scope for further development of rurally oriented business, leisure and tourism activity in the NA and for growth in this sector of the NA's economy.

The above facilities are also of value to and used by the NA's residents. Further development of business- and club-based leisure and tourist facilities would be beneficial for NA residents.

**Policy EB2** is in conformity with the principles of the following national and local policies and aims.

**NPPF (2018):**

Para. 83

**Adopted CSS:**

Strategic Aim 5 – To foster and diversify the employment base of all parts of the plan area

Strategic Aim 8 – To increase the attraction of the area as a tourist destination

Policy ASP6 – Rural Area Spatial Policy

Policy CSP3 – Sustainability and Climate Change

**Emerging JLP:**

Aim 6 – Making our historic past work for the future

***EB2: Commercial and Tourism Development***

**Change of use or new development to create rural business space or to support rural diversification will be supported, providing it has no significant adverse impact on residential amenity, or on the character of the building, or on local character.**

**Such impacts may include noise, disturbance, traffic movement, visual impacts, dust, vibrations and other impacts.**

**Interpretation**

This is an enabling policy and it applies to all business-related development, including space for micro-businesses, agricultural, equestrian, tourist and other rural uses.

The policy requires impacts to be assessed. Planning decisions will take account of technical data on impacts (for example highways and environmental health advice). A significant adverse impact would be indicated where development would be likely to result in legitimate complaints from nearby residents on grounds of public nuisance.

Technical reports submitted by developers will be checked by the local planning authority, in consultation with suitably qualified highways and health advisers.

Commercial schemes that incorporate sustainable construction and energy generation, such as solar powered energy systems or ground source heat pumps, are encouraged.

Employment development utilising brownfield sites is particularly welcomed.

This policy should be applied with policy ASP6 of the Core Spatial Strategy and saved policy E12 of the Local Plan.

## 2.8 Housing growth policies

### 2.8.1 HG1: New housing

#### Rationale

- To protect rural character while allowing for appropriate development.
- To provide a range of energy-efficient homes to meet the needs of residents of all ages, physical abilities and financial means.
- To identify sustainable locations/sites for housing.

#### Evidence

##### *Rural character*

See Tables 6.5 and 6.6, which summarise aspects of the rural character of the NA's settlements.

The AECOM TCA report states:

Presently, the area to the west of Newcastle-under-Lyme has the greatest number of well-preserved rural settlements. A key aim of the Neighbourhood Plan is to preserve the unique character of the collection of small rural settlements and retain the much less developed overarching rural character. (p. 16)

In a cumulative description of land use distribution in the NA the same report states:

Farming is the predominant and most obvious land use, and is visually evident across the whole of the neighbourhood area with regard both to the fields and both large and small farmhouse and farmstead buildings. Farming activity within the neighbourhood area is chiefly focused on dairy and livestock farming, with a significant amount of arable. The open space between settlements is essential to this activity. Fields often extend up to settlement edges and domestic gardens, creating a close and sometimes blurred relationship between the agricultural and residential land uses, and further reinforcing the rural character of the area. This open farmland creates the separation between settlements, and is essential to the rural nature across the Neighbourhood Area. (p. 46)

Baldwins Gate is the largest settlement in the NA, at 315 dwellings and the only one of the NA's settlements identified in the settlement hierarchy of the CSS. The AECOM TCA report

notes that Baldwins Gate is at the tipping point of losing its rural character, is incongruous in the rural landscape and that further growth would risk creating visual coalescence with other settlements:

The predominance of the residential/suburban character is at the tipping point of going beyond what would be described as 'rural' character. (p. 44)

The development is relatively dense and concentrated compared to that of the rest of the Neighbourhood Area, and retains this form across the settlement to the boundaries. The result is an abrupt entry to and exit from the settlement, with little anticipation or build-up when travelling towards the village, and typically an abrupt development edge which leaves exposed edges to the surrounding fields. Although it is incongruous in the rural landscape, a tight village envelope could be easily drawn. (p. 45)

With development ongoing, the boundary of this higher order village continues to expand, with the risk that soon the concentration of development will skew the hierarchy of this settlement type to be beyond that which is defined as a higher order village. (p. 45)

The defensible Green Belt edge is described by the West Coast Mainline, which forms a strong edge. Openness to the west of this is not protected by this designation. In relation to the village envelope of Baldwins Gate, the potential for coalescence of settlements and the lessening of openness between the higher order village and neighbouring settlements needs to be considered. (p. 47)

Baldwins Gate is located on a flat expanse of land within the Whitmore Trough, allowing for a settlement which is much wider than the other settlement typologies. The valley position of this higher order village with wooded hills in view provides a slight sense of enclosure, although the flat topography of the valley floor also creates an overriding sense of openness within the settlement. Its location [in] a broad, flat valley make[s] this settlement exposed and incongruous in the rural landscape. (p. 51)

Risk that further development would result in visual coalescence with neighbouring settlements. (p. 59)

The AECOM HCA report includes the issue of visual or actual coalescence of settlements in a set of character management principles:

Contain any further expansion of the settlements in the open countryside so as to maintain the existing loose pattern of settlement and avoid the visual or actual coalescence of settlements. (p. 33)

The adopted CSS states:

The Sustainability Appraisal clearly demonstrated that limiting rural growth to meet identified local requirements will provide the most effective approach towards minimising any undesirable impacts upon international, national and local

designated wildlife habitats and geological features. In addition, the Sustainability Appraisal clearly identifies the spatial strategy as the most effective and sustainable approach towards supporting the regeneration of the Major Urban Area whilst simultaneously reducing the need to travel and preserving the Borough's finite natural resources.

The Borough's Rural Services Survey (2007) has identified Loggerheads, Madeley and the villages of Audley Parish as providing the most comprehensive provision of essential local services....

Adopted CSS, p. 100, paras 5.198–199

### ***Green Belt and other constraints***

The settlement pattern of the NA consists predominantly of a number of small settlements set within the Green Belt and open countryside. Green Belt accounts for 40% of the NA (see Map 4). The defensible edge of the Green Belt is the WCML. The village of Baldwins Gate breaches this demarcation line and is partially surrounded by Green Belt. The NPPF (para. 79) discourages new isolated homes in the countryside unless there are special circumstances.

The NA is heavily environmentally and infrastructurally constrained. Constraints on housing growth in the NA include:

- conservation areas
- natural habitats and priority habitats, including SSSI, Local Wildlife Sites and wildlife corridors (see sections 6.6 and 6.13.2 and Maps 17a-b, 18, 25 and 26)
- significant peatland sites and the Functional Ecological Units of peatland sites (see section 6.3.2 and Maps 11 and 12) and principal aquifer (see section 6.4.4 and Map 13)
- sensitive landscapes with historical associations (see section 6.11.8.3 and Maps 22a–22c, 23 and 24)
- infrastructure deficiencies (see section 5.9), including: limited reach of the mains gas network (section 5.9.2), limited reach of the public sewerage network (section 5.9.3), capacity of the Baldwins Gate sewage treatment works and the terminal pumping station in Baldwins Gate (see further below and section 5.9.3)
- constraints imposed on movement within settlements by the presence of the strategic highway infrastructure and the WCML (AECOM, TCA, p. 58)
- planned construction of HS2 Phase 2a (2020–2027).

### ***Location of growth***

The adopted CSS defines a hierarchy of strategic sub-areas within the NuL and SoT plan area (pp. 36–37, para. 5.7). At the top of the hierarchy is the City Centre of SoT; at the bottom is the Newcastle Rural Areas. Within this hierarchy of sub-areas a 5-level hierarchy of strategic centres is defined. At the lowest level of the hierarchy are 7 villages; these include the settlement of Baldwins Gate/Whitmore, which is within the NA. No other settlements within the NA are identified in the settlement hierarchy. The CSS states of the village level:

No further growth is planned in these settlements, and efforts will be made to ensure existing services and activities within these villages are maintained.

Adopted CSS, p. 39, para. 5.8

In its ‘reasoned justification’ of policy ASP6 the CSS states that

the strategy is clear that there is no scope for development of a scale beyond that required for natural growth and [sic] in locations where there are very few local services.

Adopted CSS, p. 100, para. 5. 197

It is therefore clear that the adopted CSS identifies (i) that there are very few local services in the settlement of Baldwins Gate/Whitmore, (ii) that there is no scope for development of a scale beyond that required for natural growth, (iii) there are no other settlements within the (subsequently designated) NA where growth would occur.

### ***Housing Needs Assessment***

A Housing Needs Assessment (HNA) for this Neighbourhood Plan was carried out by AECOM in 2016 as a technical assistance package provided by Locality. The conclusions are provided as Appendix 2 to this Plan; [the full HNA report](#) is available in the Evidence Base. The HNA was performed according to a standard methodology that is used in all AECOM HNAs for neighbourhood plans. It includes a thorough review of the housing stock and housing affordability in the NA on the basis of Census and other data from official sources and assesses the need for different types and sizes of housing.

The HNA identified 5 separate projections of dwelling numbers for the NA for the period 2013–2033, as set out below.

16. Our assessment of a wide range of data sources identified five separate projections of dwelling numbers for the Chapel and Hill Chorlton, Maer and Aston and Whitmore parishes NP area between 2013 and 2033 based on:

- A figure derived from the Adopted 2009 Joint Core Spatial Strategy (JCSS) for NuL and Stoke-on-Trent (which gives a total of **0 dwellings**, or 0 per year);
- A 'proportionate share' derivation from the 2015 SHMA, Objectively Assessed Need<sup>1</sup> (OAN) lower range figure of 1,177 dwellings per annum (367 per annum for NuL) (the demographically adjusted need<sup>2</sup>), which gives a total of **148 dwellings** (rounded to the nearest whole number), or **7.4 dwellings** per annum;
- A 'proportionate share' derivation from the 2015 SHMA, OAN higher range figure of 1,505 dwellings per annum (the economic growth and housing affordability adjusted level of need<sup>3</sup>), which would give a requirement of **197 dwellings** (rounded to the nearest whole number) or **9.8 dwellings per annum**;
- A projection forward of net dwelling completion rates 2001-2011, (which gives a projection of **80 dwellings**, or **4 dwellings per annum**); and
- A projection forward of net dwelling completion rates 2011-2015 (which gives a projection of **31 dwellings**, or **1.56 dwellings per annum**).

<sup>1</sup> The OAN includes the baseline demographic need, plus any adjustments made to official forecasts to account for projected rates of household formation post 2021, past suppression of the formation of new households, the effect of past under-supply, employment forecasts, market signals and affordable housing need (as set out in paragraph ID2a-004 of the NPPG).

<sup>2</sup> The starting point of the 2012-based Sub National Household Projections have been adjusted to account for a return to the rates of household formation for younger households seen in 2001, when house prices and affordability were more in line with longer term national trends.

<sup>3</sup> In this projection, there has been further consideration of the level of growth in labour force required to support forecast job creation, which suggests that greater retention or attraction of people would be required to grow the labour force. In addition, this projection considers the need for affordable housing, including the need to clear the backlog of existing households on the waiting list.

AECOM, HNA, para. 16

The HNA also assessed factors acting to increase or reduce demand:

18. A further assessment applied to the five projections set out above indicates that the local market factors acting to increase demand for new housing in the NP area are outweighed by those acting to reduce demand for housing (see Table 1 below, which replicates Table 20 of our conclusions).

AECOM, HNA, para. 18

24. It is our evidenced conclusion that, taking into account that the factors acting constraining demand and the factors increasing demand (as set out in Table 1 above) tip in favour of lowering demand in Chapel and Hill Chorlton, Maer and Aston and Whitmore Parishes; that the level of unconstrained need will lie somewhere below

the midpoint of the projections, with an appropriate range considered to be between 50 and 100 dwellings for the period 2013-2033.

AECOM, HNA, para. 24

### ***June 2017 SHMA update***

An update of the 2015 SHMA for the JLP was published in June 2017 covering the period 2013–2039 (6 years beyond the period of the JLP and the NDP). The housing market area (HMA) covers the administrative areas of SoT and NuL. The 2017 SHMA update allocates a higher ‘proportionate share’ of the HMA’s housing need to NuL than was the case in the 2015 SHMA (2017 SHMA Update, Table 5.1). It projects a ‘minimum demographic need for 1,064 dwellings per annum across the HMA’, of which 398 would be in NuL (2017 SHMA Update, para. 6.15). A market signals adjustment ‘indicates a slightly higher level of need for 1,084 dwellings per annum’, raising the need in NuL to 418 per annum (2017 SHMA Update, para. 6.26). On the basis of likely jobs growth, ‘The modelling developed in this update suggests that 1,390 dwellings per annum will be required to support forecast job creation of the period to 2039, of which 586 would be in NuL’ (2017 SHMA Update, para. 6.35 and Table 5.1). A proportionate share derivation for the NA would be 11.7 dwellings per annum.

### ***Government consultation: Planning for the right homes in the right places***

In September 2017 the Government put out to consultation a proposed methodology for calculating OAN. The accompanying ‘Housing need consultation data table’ showed that the indicative assessment of housing need for NuL borough for the 10-year period 2016–2026, based on the Government’s proposed formula, is 361 dwellings per annum. A proportionate share derivation for the NA would be 7.2 dwellings per annum.

### ***Five year housing land supply 2018–2023***

In its Five Year Housing Land Supply Statement 2018–2023 the NuL Borough Council Planning Department reported that as of 31 March 2018 the LPA has a housing land supply of 5.89 years. For details see: <https://modern.gov.newcastle-staffs.gov.uk/documents/s27140/2017-18%205%20Year%20Land%20Supply%20Statement%20final%20v3.13.pdf>.

### ***Housing applications and completions***

Data held by the LPA on residential dwelling consents and completions shows that in years 1 to 4 of the 20-year plan period (1 April 2013 to 31 March 2017), consents were granted for 144 dwellings, of which 142 dwellings were not completed. The 2 dwelling completions during the period were both barn conversions in Whitmore parish. (See [Tables 5.2 and 5.3](#))

If the higher level of growth were to be determined for an adopted JLP, the additional growth beyond the currently granted 144 dwelling consents, which have not been completed, could be accommodated during the course of the Plan by changes of use and small infills, given the heavily environmental and infrastructurally constrained nature of the NA, which is recognised in the adopted Local Plan (CSS, pp. 36–39, paras 5.7–5.8).

### ***JLP Preferred Options Consultation February 2018 (see [section 1.10](#))***

#### *SHLAA*

The JLP Preferred Options Consultation document (February 2018) indicates that there are only 2 strategic housing site allocations within the NA. These are LW33 and LW36, both located within or adjacent to Baldwins Gate, the principal settlement of the NA. Both of these are currently under construction. LW33, land at Baldwins Gate Farm (outside the settlement boundary of Baldwins Gate) has permission for 109 dwellings; LW36, land adjacent to the Sheet Anchor (within the settlement boundary of Baldwins Gate) has permission for 7 dwellings.

Other sites that were considered but not included as proposed strategic allocations were LW6 and LW7, adjacent to Baldwins Gate. Planning applications on these two sites have been refused on environmental grounds.

#### *Development in the rural area*

The Housing Technical Paper (HTP) is clear that the strategy of the JLP is to direct housing growth to the urban areas and that where ‘preferred sites’ in rural locations have been included in the SHLAA, either these are ‘within the village envelopes of rural settlements’ or they are ‘sites with extant planning permission within the Green Belt or beyond the boundaries of rural settlements not surrounded by Green Belt’.

Specifically on the subject of sites with planning permission in rural locations the HTP states that

the borough has been subject to a significant number of residential development permissions granted having benefitted from a prolonged period in which the authority has been unable to demonstrate a 5 year housing land supply, diminishing the effectiveness of Local Plan housing policies. This situation has resulted in a greater number of permissions for housing development in the rural area than was envisaged through the Adopted 2011 Core Strategy. In addition, this growth was not strategically planned for in terms of infrastructure provision and may have taken place in an unbalanced way. (para. 4.1)

The HTP also states that

While sites were ... submitted for consideration within the Open Countryside, these were ultimately discounted on the basis that directing residential development to these locations does not accord with sustainability appraisal objectives or the emerging development strategy of the Joint Local Plan (para. 3.3);

and that 'the use of sites in the Open Countryside would also undermine one of the primary functions of the Green Belt to prevent urban sprawl' (para. 3.3). The same paragraph also refers to 'reducing the need to travel'.

The HTP states further that

although in principle it is recognised that there could be an amount of housing development directed towards the rural area it is considered inappropriate to apportion more development to any one settlement without first understanding the implications of doing so and whether this would be in the interests of achieving sustainable development. (para. 4.2)

### ***Sustainability, key services and infrastructure***

As noted above, the adopted CSS is clear that Baldwins Gate/Whitmore is a village on the bottom rung of the settlement hierarchy where no further growth is planned, and a location where there are very few local services.

From the late 1950s a focus on housing development in Baldwins Gate while neglecting social, economic, service and infrastructure development has resulted in a village infrastructure that has not kept pace with growth. The NA's smaller settlements have lost the few services (both bricks-and-mortar and mobile) that they once had.

The NA has seen the most minimal of key service or infrastructure provision since 1968, when a new primary school was opened in Baldwins Gate. Since post-war housing growth

began in Baldwins Gate the village has lost a grocery store, which was closed in the late 1980s and subsequently demolished to create access to a new housing development. During the late 1960s and 1970s village schools, post offices and shops in some of the NA's smaller settlements were closed. The only food shops in the NA are at Baldwins Gate and Blackbrook. Public transport has been severely reduced, no longer serves the smaller settlements and is dependent on the continuation of subsidies by SCC. For a list of community facilities in the NA see [section 5.4](#); for public transport services see [section 4.7.2](#); for the level of car ownership in the NA see [section 4.7.3](#); for distances travelled to work see [section 4.7.4](#); and for accessibility of key services see [section 4.8](#).

There are currently 315 dwellings within the Baldwins Gate village envelope. In October 2016 reserved matters planning permission was granted for a development of 109 dwellings on land contiguous with the village boundary. This one development will increase both the number of dwellings and the village population by 35%. No provision of additional community facilities or infrastructure was offered by the developer or conditioned by the LPA to support the growth in population. The only highways measure conditioned is a new pedestrian crossing on the A53 at the halfway point of the village. Several months after the planning permission was granted it came to light that the Baldwins Gate Sewage Treatment Works at Chorlton Moss and the Terminal Pumping Station in Baldwins Gate have insufficient capacity to support the development and that the statutory undertaker's 5-year plan (agreed with Ofwat) will not deliver necessary upgrades at the sewerage works until April 2020, after occupation of the development has commenced (see NuLBC planning application 16/01101/FUL).

In a SWOT analysis of Baldwins Gate the AECOM TCA identifies the following regarding community facilities in the village:

- Provision of a limited level of local services and facilities
- Community facilities are not obvious and there is no defined village centre which can confuse the legibility
- Bisection by the A53 and WCML rail line undermines the potential for a village 'core'
- Evolution of the centre/facilities hasn't kept up with settlement growth

- The lack of a clear settlement centre leaves the village vulnerable to piecemeal development of facilities which, as a result, could become inaccessible to each other
- Risk of becoming more unsustainable due to centre/facilities failing to evolve to keep up with settlement growth
- Lack of public car parking

AECOM, TCA, pp. 58, 59

The SWOT analysis also identifies poor connectivity between different parts of the village:

- WCML prevents east/west movement across village, except via the A53
- Poor interconnections between different parts of the village
- Unclear street hierarchy contributes to an illegible understanding of space which is difficult to navigate
- Impermeable culs-de-sac discourage active transport (ie walking and cycling)
- Additional piecemeal development would further worsen the village's incohesiveness and illegibility

AECOM, TCA, pp. 58, 59

and the negative impact of the A53:

- Speed and volume of traffic on A53
- Increasing volume of traffic due to development outside the Neighbourhood Area
- Difficult vehicle access onto A53 from residential streets and from dwellings on A53
- Speed and volume of traffic on A53 creates an unpleasant pedestrian experience

AECOM, TCA, p. 59

All of the above undermine the settlement's sustainability.

Any significant new growth in Baldwins Gate would be unsustainable and could not be supported without the following:

- comprehensive input and support from SCC and statutory undertakers for infrastructure improvements (see [section 5.9](#))
- significant contributions from developers themselves, including but not limited to low-cost and/or affordable housing
- improvement of a range of community facilities so as to reduce the need to travel
- development of new employment opportunities, also so as to reduce the need to travel.

These measures would need to include:

- highways improvements and traffic calming measures
- upgrades or extensions to water, sewerage, electricity, gas, telecommunications and broadband services
- provision of new footpaths and cycle routes and connections into existing routes so as to create comprehensive connectivity between the different parts of the village
- expansion of GP service provision
- upgrade of existing community facilities and provision of new facilities, including comprehensive shopping facilities, community meeting spaces, indoor and outdoor recreation and sport facilities.

### ***Village envelope of Baldwins Gate***

Taking the above evidence into account, following the recommendations of the AECOM TCA and HCA reports, considering the overarching aim of the Neighbourhood Plan to protect rural character while allowing for appropriate development, and taking account of national and local policies and aims in relation to the countryside and rural settlements, changes are proposed to the village envelope of Baldwins Gate as shown on **Map 33**. These changes would take into the settlement boundary two areas that are contiguous with and currently outside the settlement boundary:

- 1 An area of land at the south-western end of the settlement comprising (i) No. 2 Lakeside Close, (ii) Holmcroft and (iii) land at Watering Close granted reserved matters planning consent in 2015 (15/00294/REM)
- 2 On the north-western side of the settlement, land at Gateway Avenue granted reserved matters planning consent in 2016 (16/00676/REM).

**Policy HG1 New Housing** is in conformity with the principles of the following national and local policies and aims.

#### **NPPF (2018):**

Para. 77

Para. 78

#### **Adopted CSS:**

Strategic Aim 3 – To reduce the need to travel

Strategic Aim 4 – To balance the supply and demand for quality housing

Strategic Aim 12 – To renew the fabric of urban and rural areas

Strategic Aim 14 – To protect and enhance the historic heritage and the unique character of the plan area

Policy ASP6 – Rural Area Spatial Policy

Policy CSP4 – Natural Assets

**NuL Saved Policies:**

Policy H1: Residential development: sustainable location and protection of the countryside

Policy H13: Supported housing

Policy C22: Protection of community facilities

Policy N8: Protection of key habitats

Policy N14: Protection of landscape features of major Importance to flora and fauna

Policy IM1: Provision of essential supporting infrastructure and community facilities

**Emerging JLP:**

Aim 3 – Dynamic and diverse neighbourhoods

Key strategic issues and challenges:

City, town, local and other centres

***HG1: New Housing***

**New housing development will be supported in sustainable locations. These are:**

- **within the village envelope of Baldwin’s Gate (see Map 33);**
- **as part of conversions of non-designated heritage assets (see policy DC1);**
- **as a replacement dwelling, or limited infill housing or within a built frontage of existing dwellings.**

**To be in a sustainable location, development must:**

- 1 Be supported by adequate infrastructure, or provide any necessary infrastructure improvements as part of the development;**
- 2 Not encroach into the open countryside;**
- 3 Not involve the loss of best and most versatile agricultural land;**
- 4 Avoid encroaching onto or impacting on sensitive landscapes and habitats;**
- 5 Not involve the loss of any important community facility.**

### **Interpretation**

The policy seeks to focus development into existing settlements. This helps to make existing settlements more sustainable and prevents those settlements from encroaching into the open countryside or from merging into each other. The village envelope of Baldwins Gate has been extended to include additional land for housing (see [Map 33](#)).

Best and most versatile agricultural land is grades 1 to 3a as defined in the NPPF.

With regard to infill housing, interpretation of small-scale depends on the specific context. Housing should infill gaps in otherwise built frontages, without leading to an appearance of over-cramming.

The policy should be applied in conjunction with policies NE1 and NE2. Refer also to [Maps 9, 11, 17a-b, 18, 25 and 26](#) for areas of sensitive landscapes and habitats.

### **2.8.2 HG2: Housing mix**

#### **Rationale**

- To provide a range of homes to meet the needs of residents of all ages, physical abilities and financial means.

#### **Evidence**

The AECOM HNA (Table 2), identifies a demand in the NA for smaller (1–2 bedrooms) homes both to meet the needs of older residents for downsizing and to attract younger people and young families into the NA. Homes for downsizing could include both houses and bungalows. Lifetime homes should be encouraged. A need for affordable homes is also identified, and these too should be small, mainly 1–2 bedrooms. The majority of new homes should be detached or semi-detached, although affordable units could also be provided through a small flatted development or conversions. There is also a clear demand for some larger homes both for families and for people who work from home and these should be at least 3 bedrooms, with the majority four bedrooms or more. However, encouraging downsizing by providing more smaller homes would free up some of the existing stock of family homes. Monitoring is important to avoid an over-supply of larger homes.

See sections 3.4 and 3.5 for evidence on low-income households and deprivation, including disability and health, in the NA. The evidence supports the need for low-cost and/or affordable housing in the NA to meet the needs of younger people and families and to attract people who will work in jobs the NA, and the need to provide housing types and facilities to meet the needs of older members of the community.

The Residents' Survey asked a series of questions about future housing development in the NA. The local perception of a need for housing to meet the needs of older residents and for smaller dwellings suitable for both older residents and young families corresponds with the findings of the HNA. Respondents' opinion was that the greatest need is for dwellings designated for older people and people with disabilities (55%), followed by bungalows (47%) and houses with 1 or 2 bedrooms and starter homes (both 41%). There was less support for homes with 3 or 4 bedrooms (27%). Larger homes and apartments each had only 12% support.

Residents' moving intentions also provided an indication of future housing need in the NA and again confirm the greater need for smaller homes than for larger ones. Fifty-one per cent of respondents planned to stay in their own home during the Plan period. Twenty-four per cent planned to move to a smaller property in the NA, and 4% to move to a larger property, while 3% planned to buy their first home. Eleven per cent planned to move to specialist accommodation. Twenty-eight per cent of respondents indicated that they had family members who may either want or need to move into the NA in the next 15 years; these could be either younger families or older relatives. The 11% who planned to move into specialist accommodation indicate a demand for sheltered and other types of specialised housing for older people. If such a demand were met locally, at least some of these people would be able to remain in the NA, close to friends and (maybe) relatives.

**Policy HG2 Housing Mix** is in conformity with the principles of the following national and local policies and aims.

**NPPF (2018):**

Para. 62

Para. 63

### **Adopted CSS:**

Strategic Aim 4 – To balance the supply and demand for quality housing  
Policy ASP6 – Rural Area Spatial Policy  
Policy CSP6 – Affordable Housing

### **Emerging JLP:**

Aim 3 – Dynamic and diverse neighbourhoods  
Key strategic issues and challenges:  
Environment

#### ***HG2: Housing Mix***

**Residential developments of 5 or more dwellings must include a balanced mix of dwelling types to meet local need. This includes dwellings suitable for those wishing to downsize, young families and first-time buyers and specialist accommodation suitable for the elderly, vulnerable or disabled persons. The proportions of different dwelling types and sizes must be based on evidence of local housing need and this should be demonstrated as part of any planning application.**

**Affordable housing must be provided within the development or nearby within the neighbourhood area, and not through contributions to affordable provision elsewhere. Development must be tenure-blind, with affordable housing mixed in with the standard market housing.**

### **Interpretation**

Local evidence of need suggests an under-supply of smaller housing units and indicates a need for a higher proportion of smaller units in new developments. The mix should include both houses and bungalows to meet the needs of both young families and older people.

Compliance with the Lifetime Homes standard is encouraged.

Gated developments fragment the community and will be discouraged.

The policy does not seek to modify the affordable housing requirements in the Local Plan in terms of numbers. However, it does make clear that affordable housing must be provided as

an integral part of new development, rather than as financial contributions for affordable housing elsewhere.

### **2.8.3 HG3: Local play, sports and recreational facilities**

#### **Rationale**

- To identify existing and new buildings and land that are of importance to the community's well-being.
- To provide suitable indoor and outdoor space for the enjoyment and leisure use of both residents and visitors.

#### **Evidence**

For details of community facilities in the NA for play, sports and recreation see [section 5.4](#).

Eighty per cent of respondents to the Residents' Survey agreed that provision for outdoor sport and leisure is important, but only 50% agreed that there are enough opportunities to keep fit in the NA (Question 7). Respondents expressed a need for a larger and better playing field with more games/play facilities for all age groups, from children to adults. Other responses mentioned indoor as well as outdoor games/fitness facilities. Interest was expressed in having facilities such as tennis courts, a small indoor gym suitable for older people (and 'Useful for everyone in the evenings') or a leisure/fitness centre. A need for facilities for the disabled was also mentioned. Several people asked for a dog park (Question 8).

**Policy HG3 Local Play, Sports and Recreational Facilities** is in conformity with the principles of the following national and local policies and aims.

#### **NPPF (2018):**

Para. 96

#### **Adopted CSS:**

Policy CSP5 – Open Space/Sport/Recreation

#### **Emerging JLP:**

Aim 2 – Healthy and active communities

***HG3: Local Play, Sports and Recreational Facilities***

**Residential development must provide for accessible, high quality, local play, sports and recreational facilities in the rural location.**

**Interpretation**

Meeting the policy requirement can include demonstrating how existing facilities or direct provision of new facilities within the development would serve the community. Where financial contributions are being made, these should be used for new facilities or upgrading of facilities within the neighbourhood area. The whole point is the provision of a sustainable and accessible range of local facilities and not remote provision.

This policy should be applied in conjunction with saved policy C4 of the Local Plan and with reference to the Newcastle-under-Lyme Open Space Strategy and the Green Infrastructure Strategy, adopted March 2017.

## 2.9 Appendix: Baldwins Gate Design Statement (AECOM, TCA report, pp. 64–69)

The SWOT analyses as presented in Chapter 6 [of the TCA report] identified the opportunities and constraints of each settlement type. Given the weaknesses raised in relation to Baldwins Gate, and the potential for this settlement to be developed above its position in the settlement hierarchy, it was decided with the Neighbourhood Group that a Design Statement could be used as a tool to help guide future development.

The Neighbourhood Group were asked to identify four themes specifically which could be targeted through the statement. These themes include Morphology and Boundary Treatments, Facilities and Parking, Holistic Approach to Connectivity, and Architectural Detailing.

### **Morphology and Boundary Treatments**

Baldwin's Gate currently exhibits a stark settlement boundary and an untraditional density pattern. It is hoped that any development which occurs will help to blur the settlement envelope into the surrounding landscape and soften the settlement edge against the open countryside.

**Guidance 1 (Village Envelope):** New development should be contained within the village envelope, as defined within the adopted Neighbourhood Plan. Development which breaches the village envelope should be discouraged, and it should be recognised that growth may skew the size of the village to above its position in the settlement hierarchy.

**Guidance 2 (Hedgerow):** Existing hedging should be preserved and developers should be encouraged to retain, restore or reintroduce indigenous hedging into the public realm of any new development, so as to protect wildlife and maintain a natural landscape. Development on the edge of the envelope should use hedgerow and trees to blur into the surrounding landscape, and to act as screening.

**Guidance 3 (Landscape Blur and Views):** Any new development on the village periphery should complement the surrounding countryside, and give high priority to landscape design to protect and enhance the views of and from the village. Views from the surrounding hills into the village should especially be considered.

**Guidance 4 (Development Density):** New development should respect and complement the density of the neighbouring building forms, and should seek to 'disperse' out towards the village envelope boundary.

Boundary treatments within the village can also help to soften the development edge, and contribute to effective screening.

**Guidance 5 (Development Blur):** Space should be maintained around dwellings closest to the boundary envelope to avoid the loss of soft landscaping, and create the impression of dispersal into the surrounding countryside.

**Guidance 6 (Boundary Treatments):** Boundary treatments should be sympathetic to their location. Traditional treatments should be used along front boundaries. Where plots have boundaries onto public roads or footpaths, the use of hedging is preferred to high walls or fences. Inappropriate development of residential gardens should be resisted.

The scale of the individual plot and ratio of the built form to the garden space contribute to the density of the village.

**Guidance 7 (Extensions – Plot):** Extensions should respect the neighbours' property, amenity and privacy, and seek to retain existing landscaping within the plot. Extensions should be designed as to avoid the creation

of a terraced effect between neighbouring properties by ensuring adequate gaps are maintained between units.

**Guidance 8 (Extensions – Scale):** Extensions should be of an appropriate scale to the original building. Proportions of volume and architectural details should reflect the original unit, and have due regard for the street-scene.

**Guidance 9 (Infill Development):** Infill development should be discouraged. Where permitted, these should be designed to integrate well with the architectural features, size and scale of the existing units.

*Examples of effective boundary treatments which complement local views and help to ‘blur’ the settlement into the local landscape*



**Facilities and Parking**

It is considered important to protect the community functions and facilities which currently exist within Baldwin's Gate, given the social dimension that these assets provide.

**Guidance 10 (Local Facilities):** The Whitmore Village Hall and Baldwin's Gate CE Primary School should be maintained and retained as active assets of the community. The value of these facilities within the rural village should be recognised. Where possible, pedestrian and cyclist access to these facilities should be enhanced through high quality routes. Clear and attractive signage to these facilities should be provided, and the setting of the facilities should be maintained to be of a high quality.

**Guidance 11 (Public Open Space):** The public open space at Whitmore Village Hall should be protected from development and safeguarded for its social and community value. Opportunities to enhance this feature should be explored, as should the potential to enhance amenity spaces across the village where appropriate. This could be achieved through the introduction of benches, resting spaces or high quality landscaping.

On-street parking facilities threaten to undermine pedestrian and vehicle permeability, and can appear cluttered and unattractive. It is suggested that public parking facilities are also provided in order to prevent an increase of this on-street parking.

**Guidance 12 (Parking Strategy):** Parking should be incorporated into the curtilage of building plot[s] or within small-scale, landscaped parking courts where possible. New developments should submit a parking strategy which offers a suite of interventions which promote an attractive street-scape rather than a standardised solution. It should enhance the quality of the street-scape rather than detract from its architectural and public realm qualities, and its opportunities for movement.

**Guidance 13 (On-Street Parking):** Where on-street parking is necessary, the car parking design should be combined with landscaping to minimise the presence of vehicles on the street and so as not to dominate the street-scene.

### **Holistic Approach to Connectivity**

Connectivity within the village is orientated around the A53, and there is little opportunity to move across the settlement without accessing/ navigating this route. The varied suburban layout of the streets of the village makes for an illegible environment which can be difficult to navigate, and the presence of culs-de-sac exacerbates this, and does little to help permeability. The guidance hopes to improve vehicle and pedestrian permeability across the village, and allow opportunities for movement which do not rely on the A53.

**Guidance 14 (Village Network):** The existing hierarchy of street[s], though weak, should be acknowledged and any new connections should seek to strengthen the broader network across the whole village.

**Guidance 15 (Permeability):** Streets and roads should be laid out in a permeable pattern, allowing for multiple connections and choice of routes beyond connection to the A53. The presence of disconnected culs-de-sac should be kept to a minimum.

**Guidance 16 (Pedestrian Linkages):** Existing Public Rights of Way should be protected and/or enhanced by future development. Opportunities to create safe and direct pedestrian/cyclist linkages between residential streets should be explored and developed.

**Guidance 17 (Street Hierarchy):** Road and paving materials should be used with consistency throughout the village, and should help to represent a hierarchy between primary routes, access routes and

driveways. The retention and maintenance of the wide grass verges on the approach roads to the village should be encouraged as a way of indicating arrival into Baldwin's Gate.

**Guidance 18 (Sustainable Impact):** In the event of possible future housing development, planners should consider the routes likely to be used by new residents travelling in and out of the village, and seek to keep congestion to a minimum. All development should give careful consideration to the impact of increased traffic through the village, especially in relation to the A53.



*Examples of attractive street design giving an indication of hierarchy*



*Example of attractive paving materials*



*Pedestrian linkages could be enhanced*

### Architectural Detailing

Development should enhance and contribute to the character and appearance of Baldwin's Gate. Recognising that the village comprises many architectural styles and characters, the guidance seeks to maintain the character of the streets, but blur the stark distinctions between units. It is hoped that this can be achieved through consistent detailing and material choices which are sympathetic to the neighbouring units, whilst avoiding homogenisation.

**Guidance 19 (Village Design Study):** Where developments exceed 10 units, a village design study should be provided. This should appraise the features and layouts of the village, especially with regard to the neighbouring units, and have regard to the local setting and narrative.

**Guidance 20 (Architectural Cohesion):** Developments should avoid mixing incongruous styles and features within the same building, and should be designed to be sympathetic to the neighbouring built units. Particular attention should be paid to ensuring that bricks and roof materials are complimentary to those used on neighbouring properties.

**Guidance 21 (Replacement Features):** Replacement windows should be in keeping with the vernacular style of the property concerned. Where replacement of architectural features would be detrimental to the character of the building, it should be avoided.

**Guidance 22 (Lighting):** Private security lighting should be moderate and non-invasive, and should seek to minimise spillage which could disrupt long views from outside the settlement. Street lighting should respect the rural nature of Baldwins Gate.

**Guidance 23 (Planting):** Trees and natural features should be retained within plots when possible.

**Guidance 24 (Village Cohesion):** Where possible, development should seek to blur the distinctions between streets of differing architectural styles within the settlement, and should seek to establish a consistent street-scape and landscaping arrangement. This involves:

- Using brick, roofing, and facade materials which are complimentary to those used in neighbouring developments.
- Respecting the existing roofline of the village, although subtle variation in building line and roof line are accepted as a way of avoiding monotony. Extensions should not exceed the height of the present building.
- Adopting traditional detail within the building which is not too elaborate in its quantity or mix.
- Encouraging pitched roofs rather than flat roofs
- Front gardens should have a strong border onto the street with traditional boundary treatment, rather than ornate/ domestic planting.

*Examples of effective architectural detailing and principles*



*Dark tile as a roof material*



*Extensions to be of a matching or complimentary material*



*Development which respects the style/ pitch/ character of neighbouring property*



*Extensions which do not exceed the height of the original building unit*



## 3 Non-policy matters

Content of this chapter:

- 3.1 Biodiversity and natural environment
- 3.2 Historic environment
- 3.3 Community facilities
- 3.4 Economy and business
- 3.5 Transport
- 3.6 Transport network and highways
- 3.7 Housing
- 3.8 Leisure and tourism

The Neighbourhood Development Plan has identified a range of issues that cannot be the subject of planning policy but that none the less are of importance to furthering the aims of the Plan. This chapter therefore covers those issues and opportunities that could beneficially be acted on by the parish councils during the period of the Plan. It is recommended that wherever possible and appropriate the 3 parish councils endeavour to act together on these issues, which are organised under the topic headings of the aims of the Neighbourhood Plan.

### 3.1 Biodiversity and natural environment

#### ***3.1.1 Providing the means for residents and visitors to learn about and enjoy the NA's natural assets***

It is recommended that the parish councils remain alert to possibilities for establishing a nature reserve and/or nature trails in the NA. This would include working with landowners and the Staffordshire Wildlife Trust, including looking for opportunities to establish a small visitors' centre.

#### ***3.1.2 Trees in the landscape (see [Box 6.2](#))***

It is recommended that parish councils work with landowners and the Landscape officer to ensure that succession planting and replacement planting of trees under tree preservation order takes place, as provided for under s.206 of the Town and Country Planning Act 1990.

#### ***3.1.3 Habitat restoration and protection (see [Boxes 6.6, 6.8 and 6.9](#))***

The parish councils need to be alert to opportunities to promote the restoration and protection of Habitats of Principal Importance in the NA. They need to be alert to the risks

posed by planning proposals and to the opportunities to promote local projects sponsored by the Staffordshire Wildlife Trust.

### **3.1.4 Areas of landscape restoration (see Box 6.3)**

The parish councils need to be aware of (1) the intentions and correct application of SCC's policy for areas of landscape restoration in the countryside, and (2) the Staffordshire Biodiversity Action Plan's objective to carry out habitat restoration at landscape scale.

### **3.1.5 Impact of street lighting**

Light pollution from all kinds of exterior lighting, including street lighting, is an issue in this rural area, where insensitive or inappropriate lighting can have a negative impact on rural character and the natural environment. Standard street lighting is incongruous and intrusive in edge-of-settlement developments and in small settlements and in the Open Countryside.

The AECOM TCA report notes that in the hamlet settlements:

- Street lighting would detract from the remote atmosphere and impact negatively on the night-time landscape (p. 62)

The Baldwins Gate Design Statement contains the following guidance:

*Guidance 22 (Lighting):* ... Street lighting should respect the rural nature of Baldwins Gate

AECOM, TCA, p. 68

Parish councils require the cooperation of SCC Highways and developers to design lighting schemes for developments that are appropriate to the local rural character and that will minimise the negative impacts of lighting on the rural environment.

## **3.2 Historic environment**

### **3.2.1 Protection of local heritage structures (see Boxes 6.12 and 6.13)**

The parish councils need to be alert to the risks to local heritage assets of all kinds, including when they are affected by planning applications. Where buildings are at risk they need to be ready to propose alternative uses that would support the local economy or leisure and tourism, and to turn to the Conservation Officer, officers of the SCC HER and the Heritage Lottery Fund for support.

### **3.2.2 Local listing of structures**

It is recommended that the parish councils both identify and seek nominations from the community of heritage structures in their parishes that merit local listing, including but not limited to farmsteads, former schools and disused chapels. Local listing is not limited to ‘bricks and mortar’ structures but can include other structures and objects such as telephone kiosks, traditional cast iron fingerpost signposts and stone troughs. Local listing affords a measure of protect to structures, including whenever they are affected in any way by planning applications.

Advice on local heritage listing is available from NuL Borough Council’s Conservation Officers and from Historic England: <https://historicengland.org.uk/listing/what-is-designation/local/local-designations/>.

### **3.2.3 Cheshire railings (see section 6.11.7)**

It is recommended that the following actions be taken to protect the Cheshire railings in the NA and to restore and maintain them as features of the local landscape:

- parish councils to nominate all known sets of Cheshire railings for local listing
- parish councils to work with landowners, SCC Highways and the Conservation Officer to clear railings of vegetation, restore those in need of repair and institute a regular programme of painting and maintenance.

## **3.3 Community facilities**

### **3.3.1 Services for an ageing population (see Box 4.5)**

It is recommended that the parish councils work together towards establishing sustainable provision of social care and other services for those older members of the NA’s population who would prefer to continue living in the NA. The medium-term goal would be to establish a non-profit social care agency in the NA along the lines of NED Care (North East Dartmoor Care, [www.nedcare.org](http://www.nedcare.org)). A longer-term goal (but still within the period of the Plan) might be to establish non-profit sheltered housing or a care home to cater for the needs of NA residents needing a higher level of assistance or care.

### **3.3.2 Development of community facilities for day-time population (see Boxes 4.1 and 4.7)**

It is recommended that the parish councils, especially Whitmore Parish Council, be alert to opportunities to expand community facilities for the day-time population and promote community engagement and activity among the active older population. Provision of a small community drop-in/café in Baldwins Gate could help to generate a more active and involved community.

### **3.3.3 Sport and exercise facilities (see Box 5.10)**

The parish councils need to be alert to the opportunities for additional sport and exercise facilities in the NA, which could be provided either as community facilities or on a club/business basis. The latter would contribute to the local economy and could have the additional economic benefit of bringing people into the NA to use the facilities. There may be opportunities for the reuse of disused buildings to house indoor facilities.

### **3.3.4 Community compensation/pay-back by HS2 Ltd**

In view of the major environmental impacts on the locality and local residents through the loss of important pedestrian routes, the major and permanent alteration of the landscape of the countryside and the loss of tranquillity, there is an opportunity for the parish councils to press HS2 Ltd to compensate local communities by providing:

- new walking routes to compensate for both temporarily and permanently closed routes and to maintain continuing access to routes that would otherwise become inaccessible
- a significant amount of publicly accessible landscaped areas so that what remains of the unaltered open countryside can be accessed, viewed and enjoyed
- new community recreation and sports grounds.

## **3.4 Economy and business**

### **3.4.1 Diversification of the rural economy**

It is recommended that the parish councils actively seek to promote the diversification of the rural economy in order to create employment opportunities in the NA and attract people who will live and work in the NA rather than commute to work.

Opportunities for diversification include expansion of the current small food processing base; further development of tourism and leisure, including education on rural matters and

development of craft-based businesses and training; and development of club/business-based sport and exercise facilities (see [section 3.3.3](#); see also below, [section 3.8](#)).

## 3.5 Transport

### 3.5.1 Public transport (see [Boxes 4.12 and 4.13](#))

It is recommended that the parish councils work with SCC and the parish councils of neighbouring NAs (including Woore, Shropshire) to define new bus routes to serve the locally defined needs of the rural population.

### 3.5.2 Taxi service

The NA currently has no resident hackney carriage taxi driver. There is scope for such a service in the NA and the parish councils need to be alert to the possibilities for encouraging a suitable driver to become resident in the NA.

### 3.5.3 Voluntary driver scheme

Older and non-driving members of the community might benefit from the availability of a local voluntary driver scheme to provide transport to GP, dental and hospital appointments. Such a service could be established and coordinated under the auspices of the parish councils.

## 3.6 Transport network and highways

Highways issues emerged in discussion at the Roadshows in November and December 2015 as the biggest single set of issues facing residents. They were also the greatest single topic of comment in the Residents' Survey in September 2016. A specific question on highways issues (28a 'Do you have any other comments about traffic and transport in the Neighbourhood Area?') drew 154 responses. Question 4a 'Are there any other issues of concern to you that are not mentioned in Question 4?' also drew 69 comments on highways issues (out of a total 99 comments). (For further information, see [Introduction section I.6.2](#), Community involvement; and report on Residents' Survey.)

Our roads, lanes and footpaths are the same ones that were in use 200 years ago, but whereas once they were cart tracks, now they are transit corridors and commuter routes for heavy trucks and fast cars.

Our roads and lanes which even 40 years ago were safe walking routes are no longer safe. Many routes that we walked and cycled as children are no longer an option to use, and where the 'A' roads do have grass verges they are often no longer maintained in a walkable state.

Fast, powerful farm vehicles towing large machines or huge trailers travel big agricultural miles and pose a hazard to other road users. Cars go too fast. Horse riders are a hazard – and a nuisance because they don't (or won't) clean up. Even cyclists, who we thought were safe and clean and green, are a hazard – they've forgotten how to use their bells.

[www.cmaw-neighbourhoodplan.org.uk/blog/](http://www.cmaw-neighbourhoodplan.org.uk/blog/), report on Roadshow at Maer 2 December 2015

The two greatest areas of concern across the NA are agricultural vehicles and the A51/A53 staggered cross-roads at Blackbrook, followed by traffic volumes and speeds (including goods/commercial traffic) on transit routes through the NA and road maintenance (lack thereof). Other issues are specific to defined parts of the NA, but of no less concern to the residents of those areas.

This section categorises the issues raised under a series of topical headings and proposes solutions that could be pursued by the parish councils in consultation with SCC Highways (and landowners where appropriate).

### **3.6.1 Agricultural vehicles**

While agricultural vehicles are single greatest issue, the NA is first and foremost an agricultural area and the presence of these vehicles is unavoidable. Technological development and the changing agricultural economy mean: ever-larger vehicles, machinery and wagons; growth in the amount of agricultural traffic on the roads; increasing numbers of road-miles travelled by agricultural traffic on both primary routes and lanes.

- Particular concerns voiced by many residents are the damage caused to roadside verges and banks (Figure 3.1) and mud deposited on roads. Conflict between agricultural traffic and other road users of all categories is inevitable. (Although agricultural vehicles are not the only source of damage to banks and verges, which is also due to the difficulties

**Figure 3.1** Examples of vehicle damage on rural lanes.

Right: Tractor damage to roadside bank; damage by reversing vehicles at Chorlton Moss Lane.

Below: Gateway and verge damage by turning tractors at Mill Lane, Hill Chorlton.



for vehicles of all sizes in passing in narrow lanes, and to low standards of driving on minor routes.)

- Mud deposited on the highways is a problem especially at ploughing and harvest times. In the past it was the responsibility of farmers to clear mud. Now, with ploughing and harvesting work being carried out by contractors on many farms, it seems that farmers are no longer responsible for cleaning the road, and contractors are not taking on this responsibility.

- Other traffic creates hazards for agricultural vehicles and their drivers. Drivers of tractors and other vehicles/machines face constant conflict with fast-moving traffic and impatient drivers on busy roads. Tractors are often towing laden waggons or carrying mounted machinery. All vehicles are large, heavy, have limited road speeds and lack the acceleration of other vehicles on the roads.

'Running tractors on these roads isn't much fun. You have to have your wits about you all the time.'

Local landowner in conversation with Steering Group

#### *3.6.1.1 Opportunities to resolve problems*

- Widening of field accesses and recessing of field gates to create driveways into fields would reduce damage by creating space for machines and vehicles with waggons/ mounted equipment to make on/off-road turns without running over verges or taking up the full road width.
- Creating more passing places on minor routes and lanes would reduce the amount of damage caused by passing vehicles of all sizes.
- More and better signage would warn other drivers of the presence of agricultural vehicles; speed and overtaking restrictions on 'A' roads would help to create safer conditions for agricultural vehicles.

#### **3.6.2 A51/A53 staggered cross-roads at Blackbrook (see sections 5.8.1.4 and 5.10)**

The staggered A51/A53 cross-roads at Blackbrook is a major concern to a very high proportion of NA residents due to the high number of traffic incidents and congestion at peak times. In order to avoid congestion drivers on the A53 use Woodside and Hungersheath Lanes as 'rat runs' to access the A51, which has priority.

- In its response to the consultation on the HS2 Phase 2A (West Midlands–Crewe) Hybrid Bill Environmental Statement SCC Highways responded as follows to HS2 Ltd's proposal to use this junction as a construction traffic route:
  - Staggered junction of A53/ A51 at Blackbrook adjacent to Swan with two necks pub – 11 accidents in the last 5 years.
  - SCC expects HS2 Ltd. to engage to develop appropriate mitigation.

(Note: traffic incidents at the Blackbrook staggered junction are more frequent than is suggested by the numbers provided by SCC. Incidents below a certain level of severity are not logged by either SCC Highways or the police.)

#### *3.6.2.1 Opportunities to resolve problems*

- Improvement of the junctions could be pursued by Maer and Aston Parish Council with support from other parish councils in the NA and the parish councils of adjacent NAs (Loggerheads and Woore).
- Re-engineering of the two junctions to ease traffic flows would reduce traffic congestion and the number and frequency of traffic incidents and would eliminate the use of Woodside and Hungersheath Lane as rat runs.
- There is an opportunity for the parish councils of this NA and adjoining NAs to approach SCC Highways and propose that junction upgrades at the A51/A53 staggered crossroads are required and should be funded by HS2 Ltd.

#### *3.6.3 Issues on the A53 in Whitmore village*

- In the centre of Whitmore village traffic on the A53 approaches the cross-roads at Bent Lane/Three Mile Lane down steep gradients from both directions. The approaches from both of the minor roads are on up steep uphill gradients and there is poor visibility for joining the main road. There have been a number of serious incidents at this cross-roads over the years. Due to the poor conditions in this location police have declined to authorise Whitmore village centre as a site for the Community Speedwatch team.
- Excessive speeds and dangerous overtaking by westbound vehicles are frequent on the steep hill between Whitmore village and Baldwins Gate. There have been serious incidents, including one fatality, on this stretch. The gradient of this stretch of the A53 will be even steeper in future, if HS2 Ltd's intention to raise the level of highway by 7 metres is carried out.

#### *3.6.3.1 Opportunities to resolve problems*

- Re-engineering of the A53 approach to the cross-roads would help to calm traffic and alert drivers to the hazards.
- There are limited opportunities to resolve problems by re-engineering the cross-roads, due to the village being a Conservation Area.

- Re-engineering of the west-bound uphill route would help to calm traffic.

#### **3.6.4 Issues on the A53 in Baldwins Gate**

- Conditions for pedestrians are a concern on account of high traffic speeds, the heavy traffic flows, the amount of HGVs and other goods/commercial vehicles and agricultural traffic. For traffic volumes and speeds on the A53 in Baldwins Gate see [Table 5.4](#).
- In places where there is no verge the footways are generally below standard width, making them risky and unpleasant places to walk: on the north side, from Fairview Villas to Sandyfields estate, Madeley Road and Holly Bush Lane; on the south side, from Tollgate House to Meadow Way (where the carriageway is also of substandard width) and from Lakeside estate to Woodside. In all these places there is little space between vehicles and pedestrians. Air turbulence from passing HGVs and the proximity of vehicles are unpleasant and intimidating.
- In the centre of the village, where the carriageway width is substandard, eastbound HGVs and other large vehicles are often observed swinging out over the centre line as they negotiate the bend between Gateway Avenue and Tollgate Avenue.
- Heavy traffic flows during peak times make it difficult for vehicles to join from side roads and from accesses on domestic frontages.
- In wet conditions water lies by the side of the road in many places. In places where there is no grass verge pedestrians have no protection from road spray.
- Crossing the road can be difficult. The single pedestrian crossing at the eastern end of the village is inadequate to residents' needs and the number of other places where it is safe to cross the road is very limited. Additional pedestrian crossings are needed to provide safe access to the primary school, GP surgery and filling station halfway through the village; and to the butcher's shop, Methodist chapel and walking route to the open countryside via Lakeside estate at the western end of the village.
- The sharp bend at the Woodside junction is a major hazard. Although the 30mph limit starts west of the Madeley Road junction, eastbound vehicles frequently fail to slow down before rounding the bend. This location has been the site of a number of serious incidents and fatalities over the years.

#### *3.6.4.1 Opportunities to resolve problems*

The following opportunities exist to improve road conditions for residents in Baldwins Gate. Active travel (walking) would be encouraged by improving perceived and actual conditions and safety for pedestrians.

- On the railway bridge the grass verge could be moved from the inside of the footway to the outside so as to afford protection to pedestrians on this especially busy section of footway, which is the route to community facilities at the eastern end of the village.
- Grass verges could be installed on the north side of the road where non-verged footways are sufficiently wide. From the Snape Hall Road junction to 14 Fairview Villas there is sufficient width to accommodate a verge.
- The pedestrian crossing conditioned for the Kier development currently under construction on land at Gateway Avenue will fulfil the need for a crossing in the centre of the village.
- Whitmore Parish Council is recommended to work with SCC Highways to identify a suitable site for a pedestrian crossing at the western end of the village.
- Whitmore Parish Council is recommended to work with SCC Highways to implement traffic calming measures on the A53 through the length of Baldwins Gate. Failing attempts to have speed cameras installed for the entire 30mph zone, and considering the fact that over 90% of speed cameras in Staffordshire are not turned on, a 20mph zone from Fair-Green Road to Lakeside Close would be beneficial.
- Re-engineering of the bend at Baldwins Gate Farm would improve forward visibility for eastbound traffic and help to calm traffic.
- In view of the forecast significant impact of HS2 construction traffic on highway conditions in Baldwins Gate there is an opportunity for Whitmore Parish Council to approach SCC Highways and seek its support for the implementation of highway safety improvements on the A53 in Baldwins Gate, to be funded by HS2 Ltd.

#### *3.6.5 Issues on the A51*

- Traffic speeds through Hill Chorlton hamlet are sometimes excessive, in spite of the 40mph speed limit.

'The A51 is used as a motorbike race course - high noise, high speed and highly dangerous. I feel very strongly that more needs to be done.'

'Speed limit has been reduced to 40mph but motor cyclists exceed this all the time mostly on Sunday mornings the noise and speed is very disturbing.' [Hill Chorlton]

'We need to put an end to speeding traffic through our villages and an end to the speeding motorcyclists on the surrounding roads.'

Responses to Residents Survey

- Overtaking by westbound traffic in Hill Chorlton hamlet, where both the footway and carriageway widths are substandard, creates a hazard for pedestrians.
- From Maer War Memorial westward to the county boundary there is significant surface water flooding in wet conditions.
- See [section 3.6.2](#) above for the A51/A53 staggered cross-roads.
- Eastbound drivers at Blackbrook have very poor forward visibility of the cross-roads at Maerway Lane and the junction is poorly signposted.
- At Weymouth drivers joining the A51 at the Minn Bank junction have very poor visibility of fast-moving oncoming vehicles on the A51 in both directions.

#### *3.6.5.1 Opportunities to resolve problems*

- Chapel and Hill Chorlton Parish Council is recommended to work with SCC Highways to install Vehicle Activated Signs in Hill Chorlton hamlet, which would help to discourage excessive speeds.
- Traffic calming measures in Hill Chorlton hamlet, including imposition of a 30mph speed limit and a prohibition on overtaking, would reduce the dangers for pedestrians on the footway from Moss Cottage to Arnside.
- Drainage measures from Maer War Memorial to the county boundary would reduce flooding.

#### *3.6.6 Fragmented pedestrian network*

In historical times the turnpike roads (now A51 and A53) that cut across the NA were walkable without continual risk from passing traffic. The volume and/or speed of 21st-century traffic on these roads and on certain 'C' and 'D' class roads has fragmented the local pedestrian network by making parts of certain routes unsafe and/or unpleasant to use.

The absence of footways along much of the A51 makes the road unsafe for pedestrians and severely fragments the network of PRowS and lanes. Where flat grass verges exist they provide space for walking and a refuge from passing traffic. However, verge maintenance is insufficient in places and bracken, undergrowth and brash make the verge inaccessible to pedestrians. There are also stretches where hedgerows abut directly on the highway, affording no space to pedestrians.

The opportunities listed below, to better link up the network of PRowS and lanes, could be seen as complementary to SCC's Rights of Way Improvement Plan (ROWIP).

#### *3.6.6.1 Opportunities to resolve problems*

- Opportunities exist to improve pedestrian conditions on the A51 and join up the fragmented PRow and lane network.
- The proposed designations of roadside verges on the A51 as Local Green Space will safeguard spaces that provide a refuge from passing traffic and a degree of safety for pedestrians. With the adjacent hedgerows, the verges also serve as wildlife corridors.
- Footways could be installed in places where the roadside verges are sufficiently wide:
  - from Stableford to Chapel House, Hill Chorlton
  - from Maerfield Gate to Maer War Memorial
  - from White Farm to Lilac Cottage, Blackbrook
  - from Willoughbridge cross-roads to the county boundary.
- In places where hedgerows come up to the kerbside and there is no verge parish councils could use their powers of designating PRowS to establish routes along the inside of hedgerows. The following routes on the A51 would be beneficial:
  - from Maer War Memorial to Blackbrook
  - from Weymouth to Willoughbridge cross-roads
  - from Willoughbridge cross-roads to the county boundary.
- Designation of 'quiet lanes' with a 20mph speed limit would improve the safety and tranquillity of lanes that are important pedestrian routes. Parish councils could identify appropriate routes in their areas and work with SCC Highways to designate quiet lanes. (See CPRE guide, <http://www.cpre.org.uk/resources/transport/roads/item/1867-cpre-guide-to-quiet-lanes>)

- Developer contributions (section 106) could be requested to enhance the existing path network in line with SCC's ROWIP. This could include:
  - the creation of public bridleways or the upgrading of public footpaths to bridleways to improve provision for horse riders and cyclists
  - the creation and promotion of short circular walks to promote the health benefits of walking
  - the replacement of stiles with gaps (where there are no stock) or gates (where there are) in line with SCC's Least Restrictive Principle for path furniture.

### **3.6.7 Speed and standard of driving**

Speed and the standard of driving is a concern and a danger on both the primary routes and unclassified roads. While there are speed limits on the primary routes where they pass through settlements, the unclassified roads are subject to the national speed limit of 60mph. There are particular complaints about speeds on Manor Road, where a 40mph limit pertains through the residential Madeley Park Wood area, and speeds and overtaking on the A51 in Hill Chorlton.

- On the unclassified roads there are no footways. Pedestrians have to be alert at all times to the presence of vehicles of all kinds and inappropriate speeds.

'I really dislike being intimidated on Bent Lane.'

Comment from long-term resident on standard of driving

#### **3.6.7.1 Opportunities to resolve problems**

- There are opportunities for the Parish Councils to work with SCC Highways to identify routes where speed limit reductions or traffic calming measures can be implemented.
- The installation of Speed Indicator Devices (SIDs) on the A51 in Hill Chorlton would help significantly to calm traffic through the settlement.
- Minor roads that are well-used pedestrian routes could be designated as 'quiet lanes' with a 20mph speed limit.

### **3.6.8 Rat runs**

- Westbound traffic on the A53 uses Woodside to access the A51 at peak times and avoid the junction at Blackbrook. A 7.5t weight limit has been imposed on this road but it is still used by heavy vehicles.

- Eastbound traffic on the A53 from Loggerheads uses Hungersheath Lane to access the A51 at peak times and avoid the junction at Blackbrook. There is no weight limit on this lane.
- Residents of Maer village note an increase of traffic volumes and speed through the village and identify that the road may be being used as a rat run to the A51.

#### *3.6.8.1 Opportunities to resolve problems*

- Re-engineering of the A51/A53 staggered cross-roads at Blackbrook would eliminate the use of Woodside and Hungersheath Lane as rat runs. See [section 3.6.2](#).

### **3.6.9 Cyclists and cycle routes**

There are no designated cycle lanes or off-road cycle routes in the NA. Cyclists are an issue for drivers on the NA's primary routes, especially the A53. On both the A51 and A53 there are few places where it is safe to pass, and impatient drivers make unsafe manoeuvres to pass cyclists. Cyclists can also be a hazard for pedestrians in rural lanes.

'Cyclists are a menace because you don't hear them coming.'

[www.cmaw-neighbourhoodplan.org.uk/blog/](http://www.cmaw-neighbourhoodplan.org.uk/blog/), report on Roadshow at Aston 26 November 2015

#### *3.6.9.1 Off-road cycle route to Madeley*

- An off-road cycle route between Baldwins Gate and Madeley, tracking the WCML, would be beneficial. Madeley is a rural service centre and is the site of the high school attended by many young residents of the NA.

### **3.6.10 Horses**

Horse riding along the A51 in Hill Chorlton is a hazard to traffic and a nuisance to residents. Riders walk their horses on the footway and their horses defecate onto the footway. When riders keep to the carriageway their horses defecate onto the carriageway; vehicles then pass through the manure and spray it over the footway. Horse manure in the road is also raised as an issue in Acton.

#### *3.6.10.1 Opportunities to resolve problems*

There are opportunities to designate more public bridleways in the NA. It should be possible to gain the cooperation of equestrian establishments in the NA to designate public bridleways.

## **3.7 Housing**

### ***3.7.1 Low-cost and/or affordable housing***

It is recommended that the parish councils be alert to opportunities to increase the amount of low-cost and/or affordable housing in the NA.

## **3.8 Leisure and tourism**

### ***3.8.1 Promotion of historic environment to support leisure and tourism in the NA***

It is suggested that the parish councils initiate further work on the NA's historic environment to help support the development of leisure and tourism in the NA. This could be done with assistance and advice from the Conservation Officer and officers at the SCC HER and with funding and support from the Heritage Lottery Fund. A community group could work under the direction of the parish councils on research, documentation, preparation of leaflets or other small publications and on projects to incorporate the local heritage into walking routes.

#### ***3.9.1 Walking the in NA***

##### ***3.9.1.1 Promotion of walking in the NA***

It is recommended that the parish councils work together to promote the NA to walkers. This could be done by establishing a group to work under the direction of the parish councils to develop leaflets about walking routes along the NA's network of lanes and ProWs and to update and extend the map of Whitmore and district parish walks.

##### ***3.9.1.2 Kennels Lane lay-by***

It is recommended that Chapel and Hill Chorlton Parish Council work to promote the lay-by at Kennels Lane as a starting point for walks. This could include installation of an information board with map, signposting of routes, provision of waste bins, and possibly provision of a picnic table.

##### ***3.9.1.3 Chapel Chorlton village green (see [Box 5.5](#))***

It is recommended that Chapel and Hill Chorlton Parish Council work to promote Chapel Chorlton as a starting point or way point for walks. This could include installation of an information board with map, signposting of routes, provision of a picnic table, and

refurbishment of the telephone kiosk as a booth with information on walks and the natural and/or local history of the area. The village green could also be used for events to promote leisure opportunities in the NA.



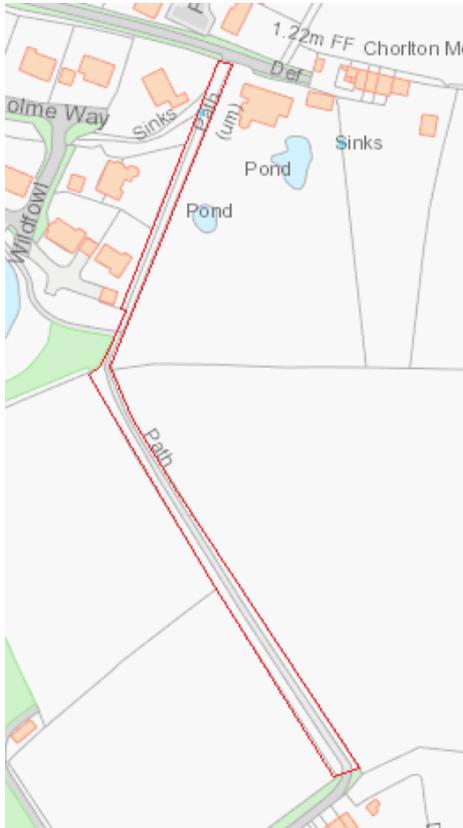
# Appendix 1

## Local Green Space descriptions

1	Chapel and Hill Chorlton parish	page 124
2	Maer and Aston parish	page 142
3	Whitmore parish	page 169

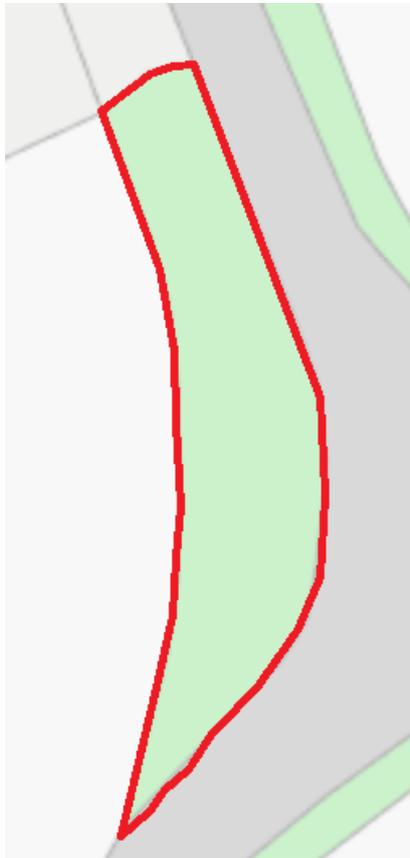
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# 1 Chapel and Hill Chorlton parish

<b>Designated reference</b>		LGSC1	<b>Description</b>  A significant local amenity, important element in local green infrastructure and wildlife corridor. Well used on a daily basis, forms part of several popular walking routes for Baldwins Gate residents and is the main pedestrian route from Hill Chorlton and Chorlton Moss to facilities in Baldwins Gate. Northern section links Lakeside estate to facilities, avoiding A53. A well-maintained green corridor bordered by mature vegetation and trees. The northern section of the path, between the boundary of Lakeside estate and domestic gardens, is bounded by native mixed species hedge, conifer hedge and a row of mature poplar trees. The southern section widens out and is bounded by mature hedgerows and trees and other vegetation; a small watercourse runs parallel to it. Beyond the boundaries on either side are fields of pasture land. The watercourse, trees and hedgerows provide a corridor for wildlife and contribute to green infrastructure. Maintained by volunteers.
<b>Audit reference</b>		GSAC1	
<b>Name:</b> Chapel and Hill Chorlton Public Right of Way No. 1			
<b>Location</b>	<b>Post code</b>	ST5 5DS	
	<b>NGR</b>	SJ 79605 40031 to SJ 79648 39768	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, T, W, O			
Well-being, recreation, closeness to nature, an important local walking route. Contributes to green infrastructure and wildlife habitat.			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSC2	<b>Description</b>  An important roadside feature alongside a lane that forms part of popular local walking routes well used on a daily basis by Baldwins Gate residents and the main pedestrian route from Hill Chorlton to Baldwins Gate. Joins onto Chapel and Hill Chorlton PRoW No. 1. Comprises a wide grassed verge and dry ditch on the north side of single track lane, opposite dwellings in Chorlton Moss Lane. There is a mature hedgerow of mixed native species on the inside of the verge. Contributes to the rural character of the area.
<b>Audit reference</b>		GSAC2	
<b>Name:</b> Verge opposite dwellings at Chorlton Moss Lane			
<b>Location</b>	<b>Post code</b>	ST5 5DS	
	<b>NGR</b>	SJ 79643 39763 to SJ 79585 39717	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, R, T, O  Well-being, recreation, an important local walking route.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSC3	<b>Description</b>  A green corridor along a single-track lane, comprising grassed verges, other vegetation, and tall hedgerows with trees, including a veteran Oak tree. The lane forms part of popular local walking routes well used on a daily basis by Baldwins Gate residents and the main pedestrian route from Hill Chorlton to Baldwins Gate. Verge, hedgerow and other vegetation contribute to green infrastructure and provide corridor for wildlife. An important feature contributing to the rural character of the area. Outer part of verges maintained by local residents and volunteers.
<b>Audit reference</b>		GSAC3	
<b>Name:</b> Verges on Chorlton Moss Lane from 'Beechcroft' to field accesses near dog bin			
<b>Location</b>	<b>Post code</b>	ST5 5DS	
	<b>NGR</b>	SJ 79585 39717 to SJ 79635 39587	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, T, W, O			
Well-being, recreation, closeness to nature, an important local walking route. Contributes to green infrastructure and wildlife habitat.			
<b>Map</b>		<b>Photographs</b>	
		 	

<b>Designated reference</b>		LGSC4	<b>Description</b> A broad area of grassed verge at a three-way junction of single-track lanes on local walking routes well used on a daily basis by Baldwins Gate residents and the main pedestrian route from Hill Chorlton to Baldwins Gate. Includes a dog waste bin. A bench would be a beneficial addition to this space, providing a destination/ rest place for walkers, including parents with small children and the elderly. Maintained by volunteers.
<b>Audit reference</b>		GSAC4	
<b>Name:</b> Grassed area by Chorlton Moss dog bin			
<b>Location</b>	<b>Post code</b>	ST5 5DR	
	<b>NGR</b>	SJ 79638 39567	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>	None		
<b>Planning permissions</b>	None		
<b>Extensive tract of land</b>	No		
<b>Local in character</b>	Yes		
<b>Close to the community it serves</b>	Yes		
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, T, O			
Well-being, recreation, situated on important local walking routes.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSC5	<b>Description</b>  A green corridor along a narrow lane with metalled surface. Well used on a daily basis, forms part of a popular walking route for Baldwins Gate residents. The boundaries of the lane vary from tall hedgerow to woodland, to mature trees, broad unmaintained verge with wildflowers. Adjacent farmland to S is a habitat for farmland birds, including skylarks; fields to N are marshy ground of Chorlton Moss. The lane is part of a popular local walking route and is also Severn Trent's access road to the sewerage works.
<b>Audit reference</b>		GSAC5	
<b>Name:</b> Chapel and Hill Chorlton Public Right of Way No. 5, section Moss Lane to Sewerage Works			
<b>Location</b>	<b>Post code</b>	ST5 5DS	
	<b>NGR</b>	SJ 79773 39521 to SJ 80326 39838	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, T, W, O			
Well-being, recreation, closeness to nature, an important local walking route. Contributes to green infrastructure and wildlife habitat.			
<b>Map</b>		<b>Photographs</b>	
		 	

<b>Designated reference</b>		LGSC6	<b>Description</b>  Established reed bed at Severn Trent Baldwins Gate site provides an important wildlife location, contributing to green infrastructure. Publicly accessible via a pedestrian gate. Pathways lead round the reed bed and to the clean water discharge into a small watercourse that flows into the Meece Brook. Elevated location provides views over marshy habitat at Chorlton Moss. Adjacent to Chorlton Public Right of Way No. 5, which forms part of a popular daily walking route for Baldwins Gate residents.
<b>Audit reference</b>		GSAC6	
<b>Name:</b> Reed bed at Baldwins Gate Sewerage Works			
<b>Location</b>	<b>Post code</b>	ST5 5DR	
	<b>NGR</b>	SJ 80336 39879	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<p><b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b></p> <p>B, R, T, W, O</p> <p>Well-being, recreation, closeness to nature. Contributes to green infrastructure and wildlife habitat.</p>			
<b>Map</b>		<b>Photograph</b>	
			

Appendix 1 | Local Green Space descriptions: Chapel and Hill Chorlton Parish

<b>Designated reference</b>		LGSC7	<b>Description</b>  Wide grassed verge on the outside of a paved footway leading from Hill Chorlton to Sandy Lane. Connects to verge and footway on the other side of Sandy Lane that give access to facilities, bus stops and pedestrian routes at Maerfield Gate. Provides separation between pedestrians and vehicles on a primary route, and protection from road spray in wet conditions, and contributes to rural character. There is a mature hedgerow with trees on the inside of the footway. The base of the hedgerow is planted with daffodils. A gap in the verge provides a vehicle crossing to a field gate. The verge widens into a visibility splay at the junction with Sandy Lane, providing visibility for road users. Verge maintained by SCC Highways and local residents.
<b>Audit reference</b>		GSAC7	
<b>Name:</b> A51 Verge, Sandy Lane to Arnside, Hill Chorlton			
<b>Location</b>	<b>Post code</b>	ST5 5DR	
	<b>NGR</b>	SJ 79554 39241 to SJ 79654 39280	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, O  Contributes to rural character and provides safety for pedestrians on busy A road.			
<b>Map</b>			<b>Photographs</b>
			
			

<b>Designated reference</b>		LGSC8	<b>Description</b>  A wide space in the row of dwellings on the N side of the A51 creates a green gap that is an essential element in the character and setting of the hamlet of Hill Chorlton. An area of gently sloping pasture land at Moss Farm provides the foreground to a framed view of the wooded hills that surround the valley. The openness is accentuated by the white-painted 'Cheshire railings' on the boundary where the pasture meets a grass verge on the inside of the paved footway on the A51. The green gap creates definition and separation between the townscape of the dwellings on the highway and the Open Countryside.
<b>Audit reference</b>		GSAC8	
<b>Name:</b> Green gap, junction Moss Lane and A51, Hill Chorlton			
<b>Location</b>	<b>Post code</b>	ST5 5DR	
	<b>NGR</b>	SJ 79866 39375	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, O  An important feature of the rural character and setting of the hamlet of Hill Chorlton.			
<b>Map</b>		<b>Photograph</b>	
			

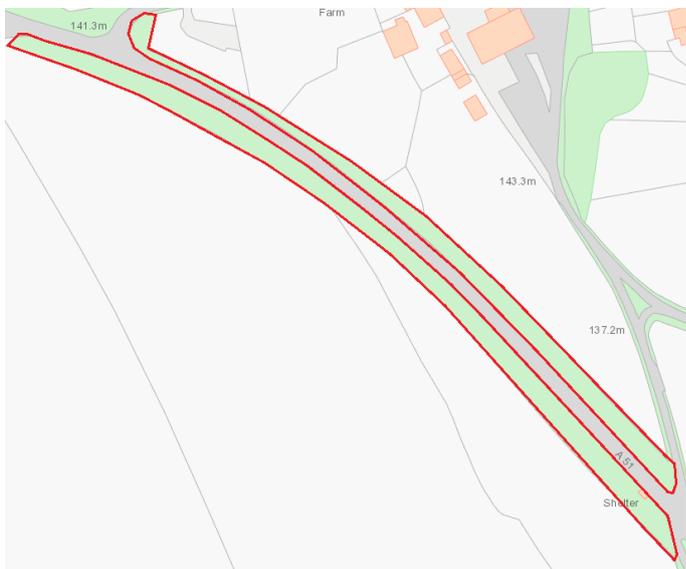
<b>Designated reference</b>		LGSC9	<b>Description</b>  Wide grassed verges at a sharp bend in the A51, connecting to verges that join up the local network of lanes and PRoWs. Provide visibility for road users and a refuge for wildlife and contribute to green infrastructure. On the N side a paved footway runs between the verges and a line of mature Norway Maple and Oak trees screens the electricity substation. On the S side a steep bank on the inside of the verge is topped by a mature hedgerow. Brambles grow at the base of the bank, which is planted with daffodils. An important feature in the rural character of the hamlet, a gateway on the eastern approach. Verges at either side of Chapel House maintained by residents. Remainder of verges maintained by SCC Highways and litter-picked by local residents.
<b>Audit reference</b>		GSAC9	
<b>Name:</b> A51 Verges, Chapel Bend, Hill Chorlton			
<b>Location</b>	<b>Post code</b>	ST5 5DR	
	<b>NGR</b>	SJ 80026 39423 to SJ 80098 39401	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<p><b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b></p> <p>B, R, W, O</p> <p>Well-being, recreation; start of important route giving access to lanes/PRoWs; provide safety for pedestrians on busy A road. Contribute to green infrastructure and wildlife habitat.</p>			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSC10	<b>Description</b>  Wide grassed verges joining onto the verges at Chapel Bend and providing informal footpaths connecting the footway at Hill Chorlton to the wider network of lanes and PRoWS. Join onto the verges and disused highway at Kennels Lane, from where the PRoW and lane network can be accessed. Verges are steeply banked on the inside, with mature Oak, Norway Maple and Hawthorn trees along part of the length, gorse, bluebells, other wild flowers and vegetation and mature hedgerows. Trees, hedgerows and other vegetation contribute to green infrastructure and provide corridors for wildlife. Field gates at the E end offer wide views across the landscape. The verges are an important feature in the rural character of the hamlet of Hill Chorlton and with the verges at Chapel Bend form a gateway on the eastern approach. Maintained by SCC Highways and litter-picked by local residents.
<b>Audit reference</b>		GSAC10	
<b>Name:</b> A51 Verges, Chapel House, Hill Chorlton to Kennels Lane layby			
<b>Location</b>	<b>Post code</b>	ST5 5DR	
	<b>NGR</b>	SJ 80098 39401 to SJ 80234 39272	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, W, O			
Well-being, recreation, closeness to nature; join up fragmented lane/PRoW network, provide safety for pedestrians on busy A road. Contribute to green infrastructure and wildlife habitat.			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSC11	<b>Description</b>  A short length of disused highway used as an informal parking place and providing ready access to the PRoW and lane network. There is a banked, wooded area of mature Cherry and Norway Maple trees between the roadway and the highway; other vegetation includes sloe, bramble, bluebells, forget-me-not. On the W side the roadway is bounded by vegetated bank and mature hedgerow, with fields beyond. Chapel and Hill Chorlton PRoW No. 18 leads off the site to the W and connects to other PRoWs in Chorlton and Maer parishes. Kennels Lane, giving access dwellings and to other pedestrian routes and PRoWs, is accessed on the other side of the main highway. This is a popular site used to access the countryside or stop during a journey, also used by some visitors as a tranquil spot to sit and enjoy the countryside. This is high-value space in terms of its offer and location and would benefit from a board giving information about local walking routes; also from refuse bins, as litter and fly-tipping are a problem. Litter-picked and maintained by local residents.
<b>Audit reference</b>		GSAC11	
<b>Name:</b> Kennels Lane layby, A51, Hill Chorlton			
<b>Location</b>	<b>Post code</b>	ST5 5JF	
	<b>NGR</b>	SJ 80373 39189	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<p><b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b></p> <p>B, R, T, W, O</p> <p>Well-being, recreation, closeness to nature; important access point to local walking routes; known as a tranquil resting spot. Contributes to green infrastructure and wildlife habitat.</p>			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSC12	<b>Description</b>  A wide grassed verge/visibility splay on the N side of the highway, opposite the wooded area at Kennels Lane layby; on the S side of the highway a verge along the edge of the wooded area. At the W end both verges join onto the verges coming out of Hill Chorlton, providing a continuation of the informal footpaths that connect the wider network of lanes and PRoWs. At the S end they give access to Chapel and Hill Chorlton PRoW No. 18 and Kennels Lane, and connect to verges leading towards Coombesdale. The splay provides visibility for road users on a twisting road. On the opposite side of the road the narrower grassed verge along the edge of the wooded area at the layby is planted with daffodils. An important feature contributing to the rural character of the area. Maintained by SCC Highways and litter-picked by local residents.
<b>Audit reference</b>		GSAC12	
<b>Name:</b> A51 Verges, Kennels Lane layby to Kennels Lane			
<b>Location</b>	<b>Post code</b>	ST5 5JF	
	<b>NGR</b>	SJ 80258 39262 to SJ 80422 39183	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>	None		
<b>Planning permissions</b>	None		
<b>Extensive tract of land</b>	No		
<b>Local in character</b>	Yes		
<b>Close to the community it serves</b>	Yes		
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, R, W, O  Well-being, recreation, closeness to nature; join up fragmented lane/PRoW network, provide safety for pedestrians on busy A road. Contribute to green infrastructure and wildlife habitat.			
<b>Map</b>			<b>Photographs</b>
			 

<b>Designated reference</b>		LGSC13	<b>Description</b>  An un-kerbed grassed triangle at a 3-way junction. There is some erosion/vehicle damage to the grass on one side of the triangle. In one corner there are a telegraph pole and signposts to properties on Mill Lane. Contributes to the character of this rural location.
<b>Audit reference</b>		GSAC13	
<b>Name:</b> Triangle at junction Kennels Lane and Mill Lane			
<b>Location</b>	<b>Post code</b>	ST5 5JG	
	<b>NGR</b>	SJ 80628 39073	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, O  Contributes to local rural character.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSC14	<b>Description</b>  Wide grassed verges between Kennels Lane and the lane at Coombesdale, forming a continuation of the verges between Hill Chorlton and Kennels Lane and providing informal footpaths that further connect the wider network of lanes and PRoWs. The lane at Coombesdale provides a link to Chapel Chorlton. On the W side the verge widens into a splay at the junction with Kennels Lane, providing visibility for road users. On either side of the road steep banks rise up to mature hedgerows. Vegetation includes native tree species, bracken, brambles, a variety of wildflowers and damson trees. There is a planting of daffodils in the splay at Kennels Lane. Verges, banks and vegetation contribute to green infrastructure and provide corridors for wildlife. An important feature contributing to the rural character of the area. Maintained by SCC Highways litter-picked by residents.
<b>Audit reference</b>		GSAC14	
<b>Name:</b> A51 Verges, Kennels Lane to Coombesdale			
<b>Location</b>	<b>Post code</b>	ST5 5JF	
	<b>NGR</b>	SJ 80435 39182 to SJ 80649 39000	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, W, O			
Well-being, recreation, closeness to nature; join up fragmented lane/PRoW network, provide safety for pedestrians on busy A road. Contribute to green infrastructure and wildlife habitat.			
<b>Map</b>			<b>Photographs</b>
			
			

<b>Designated reference</b>		LGSC15	<b>Description</b>  Grassed verges between Coombesdale and “Weston Lodge”, forming a continuation of the verges from Hill Chorlton to Kennels Lane and Coombesdale and providing a continuation of the informal footpaths that connect the wider network of lanes and PRowS. The longer verge on the N side runs from Coombesdale to Weston Lodge; Chapel and Hill Chorlton PRowS Nos 8 and 10 join onto the A51 at the shorter verge on the S side. Verges are bordered by mature Beech and Norway Maple trees, high hedgerows of Hawthorn, along with other vegetation, contributing to green infrastructure and providing corridors for wildlife. An important feature contributing to the rural character of the area. Maintained by SCC Highways and litter-picked by residents.
<b>Audit reference</b>		GSAC15	
<b>Name:</b> A51 Verges, Coombesdale to “Weston Lodge”			
<b>Location</b>	<b>Post code</b>	ST5 5JF	
	<b>NGR</b>	SJ 80657 38993 to SJ 80909 38828	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, W, O			
Well-being, recreation, closeness to nature; join up fragmented lane/PRow network, provide safety for pedestrians on busy A road. Contribute to green infrastructure and wildlife habitat.			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSC16	<b>Description</b> Wide mown grassed verge on N side of highway between “Weston Lodge” and Stableford, forming a continuation of the verges from Hill Chorlton to Kennels Lane, Coombesdale and “Weston Lodge” and providing a continuation of the informal footpaths that connect the wider network of lanes and PRoWs. With the other connecting verges on the A51, provides a continuous safe walking route between Hill Chorlton and Stableford, and also provides for pedestrian access between the bus stop at Maerfield Gate and Stableford. On the N side, Chapel and Hill Chorlton PRoW No. 3 to Chorlton Mill starts as an unmetalled track that joins onto the A51; opposite, on the S side, Chapel and Hill Chorlton PRoW No. 11 to Stableford Bank joins onto the A51. On the N side, Chapel and Hill Chorlton PRoW No. 2 to Chorlton Mill joins onto the A51 at Stableford. There are mature trees and hedgerows along parts of this verge. An important feature contributing to the rural character of the area. Mown and maintained by local resident.
<b>Audit reference</b>		GSAC16	
<b>Name:</b> A51 Verge, “Weston Lodge” to Stableford			
<b>Location</b>	<b>Post code</b>	ST5 5JH	
	<b>NGR</b>	SJ 80909 38828 to SJ 81475 38752	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b> B, R, W, O Well-being, recreation; join up fragmented lane/PRoW network, provide safety for pedestrians on busy A road.			
<b>Map</b>			<b>Photographs</b>  

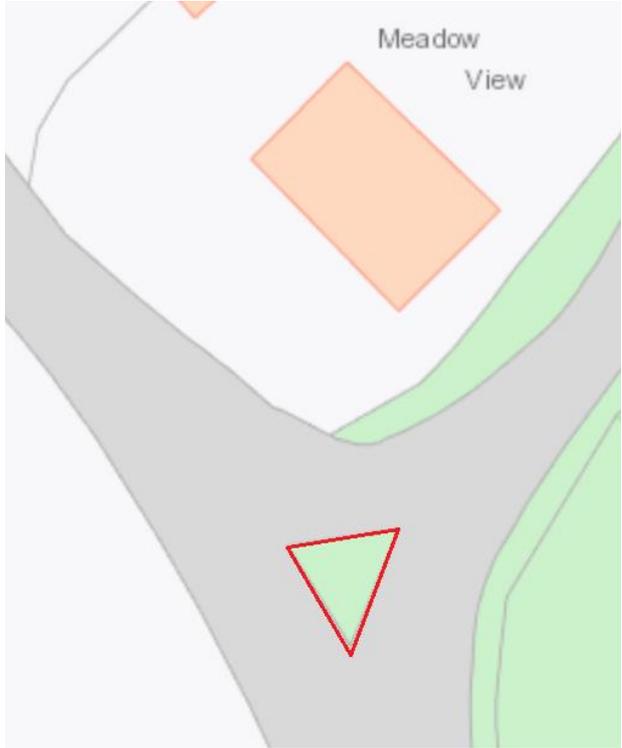
<b>Designated reference</b>		LGSC17	<b>Description</b>  A large, triangular village green with a mature commemorative oak tree (silver jubilee of Queen Victoria) located centrally, surrounded by a high railing and wrapped by a bench. At the W corner are a small parking area, a parish notice board, a letter box, seating, a litter bin and a disused K6 telephone box (locally listed). The area is well used by the local community and visitors. The parking area, seating and bench under the oak tree are all used by walkers and other visitors. Contributes to the character of this rural settlement. Owned by Chapel and Hill Chorlton Parish Council. Maintained by Chapel and Hill Chorlton Parish Council. The grass is mown 4 times a year during the growing season.
<b>Audit reference</b>		GSAC17	
<b>Name:</b> Chapel Chorlton Village Green			
<b>Location</b>	<b>Post code</b>	ST5 5JH	
	<b>NGR</b>	SJ 81093 38064	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, H, R, T, W, O  An important community asset.			
<b>Map</b>			<b>Photograph</b>
			

## 2 Maer and Aston parish

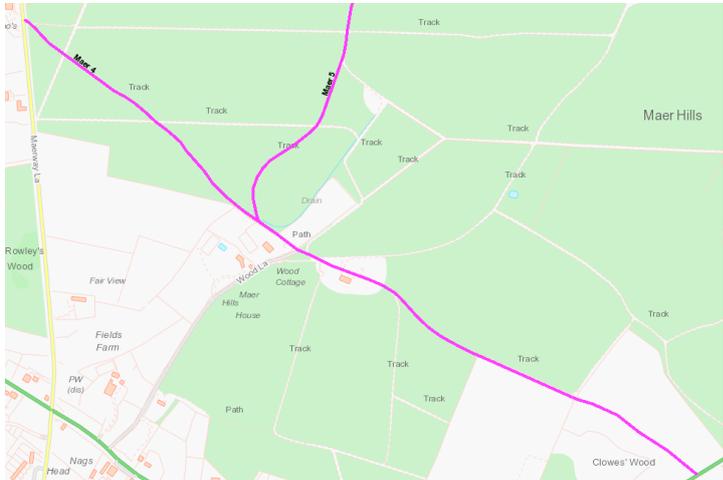
<b>Designated reference</b>		LGSM1	<b>Description</b>  A kerbed triangle of mown grass at a road junction. An ornamental apple tree is planted in the centre. Contributes to the character of this area in the centre of the village. Maintained by residents.
<b>Audit reference</b>		GSAM1	
<b>Name:</b> Triangle at School Lane, Aston			
<b>Location</b>	<b>Post code</b>	TF9 4JD	
	<b>NGR</b>	SJ 75386 41266	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B Contributes to local village character.			
<b>Map</b>			<b>Photograph</b>
			

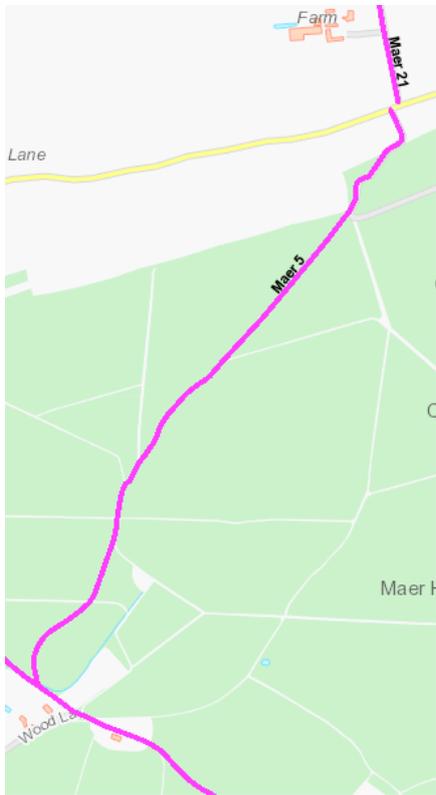
<b>Designated reference</b>		LGSM2	<b>Description</b>  A kerbed triangle of unmown grass with meadow flowers, a distinctive village sign and an old village pump. There is some vehicle damage to the grass on one side of the triangle. Signals 'arrival' at the village of Aston for walkers approaching from the direction of Maer Hills. Makes a significant contribution to the character of this area on the periphery of the village.
<b>Audit reference</b>		GSAM2	
<b>Name:</b> Triangle at junction Minn Bank and Holloway Lane, Aston			
<b>Location</b>	<b>Post code</b>	TRF9 4JF	
	<b>NGR</b>	SJ 75463 41021	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, H			
Contributes to local rural character; an important way marker for walkers.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSM3	<b>Description</b> A kerbed triangle with planting of ornamental conifers and shrubs and a winter grit bin. Contributes to the character of the area and marks approach to village of Aston. Currently appears not to be being maintained.
<b>Audit reference</b>		GSAM3	
<b>Name:</b> Triangle at junction Minn Bank and Maerway Lane, Aston			
<b>Location</b>	<b>Post code</b>	TF9 4JG	
	<b>NGR</b>	SJ 75514 40702	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B Contributes to local rural character.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSM4	<b>Description</b> A kerbed triangle of mown grass at a road junction outside the village of Aston. Contributes to the character of this rural lane. Maintained by residents.
<b>Audit reference</b>		GSAM4	
<b>Name:</b> Triangle at junction Maerway Lane and Maer Hills Road			
<b>Location</b>	<b>Post code</b>	ST5 5EN	
	<b>NGR</b>	SJ 76417 39990	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B Contributes to local rural character.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSM5	<b>Description</b> Grass verge and stream on the south side of Holloway Lane, from junction with Minn Bank to No. 181 Holloway Lane. The verge is planted with snowdrops and daffodils. Provides a refuge from passing vehicles for pedestrians and horse-riders. Also a wildlife corridor. Designated by request of Aston residents. Maintained by local residents.
<b>Audit reference</b>		GSAM5	
<b>Name:</b> Verge and stream on Holloway Lane, Aston			
<b>Location</b>	<b>Post code</b>	TF9 4JF	
	<b>NGR</b>	SJ 75476 41021 to SJ 75710 41074	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O			
Contributes to local rural character, road safety and green infrastructure; a wildlife corridor and habitat.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSM6	<b>Description</b> A well-used natural footpath through Maer Hills. Accessed opposite “Cuckoo's Nest”, Maerway Lane and traverses commercial woodland in a SE direction; NW of Swan Farm, path emerges from woodland and crosses a field to the A51 E of Swan Farm, Blackbrook. From the junction with Maer PRoW 5 at Wood Lane and continuing SE it forms part of the Newcastle Way Long Distance Path. Woodland is mainly conifer plantation with birch trees and undergrowth comprising remnant of original heathland vegetation. Designated by request of Aston residents.
<b>Audit reference</b>		GSAM6	
<b>Name:</b> Maer Public Right of Way No. 4			
<b>Location</b>	<b>Post code</b>	ST5 5EN	
	<b>NGR</b>	SJ 76439 39768 to SJ 77642 38958	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, R, T, W  Well-being, recreation, nature; very special to Aston community.			
<b>Map</b> 			
		<b>Photographs</b> 	

<b>Designated reference</b>		LGSM7	<b>Description</b> A well-used natural footpath through the Maer Hills. Runs from access in Radwood Lane, through commercial woodland in a SW direction to a point E of Wood Lane, Blackbrook, where it joins onto Maer PRoW 4. The entire path forms part of the Newcastle Way Long Distance Path. Woodland is mainly conifer plantation with birch trees and undergrowth comprising remnant of original heathland vegetation. Designated by request of Aston residents. Designated by request of Aston residents.
<b>Audit reference</b>		GSAM7	
<b>Name:</b> Maer Public Right of Way No. 5			
<b>Location</b>	<b>Post code</b>	ST5 5ER	
	<b>NGR</b>	SJ 77576 40582 to SJ 77136 39265	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, T, W			
Well-being, recreation, nature; very special to Aston community.			
<b>Map</b>			
			
<b>Photographs</b>			 

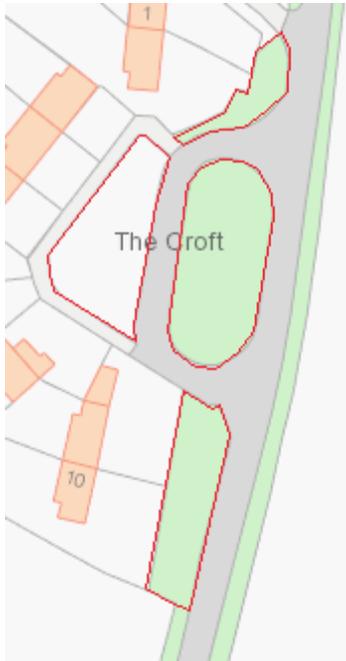
<b>Designated reference</b>		LGSM8	<b>Description</b>  Wide grassed verges providing informal footpaths connecting dwellings at London Road to settlement and facilities at Pipe Gate. Join on to verges from 172 London Road to Willoughbridge crossroads. Also provide visibility for drivers/cyclists on twisting road. Mature cut and high hedgerows with trees. Trees, hedgerows and other vegetation contribute to green infrastructure and provide corridors for wildlife. Location at the county boundary makes this a gateway into the NA. An important feature contributing to rural character. Maintained by SCC Highways.
<b>Audit reference</b>		GSAM8	
<b>Name:</b> A51 Verges, county boundary to 172 London Road			
<b>Location</b>	<b>Post code</b>	TF9 4HA	
	<b>NGR</b>	SJ 74339 40407 to SJ 74598 40323	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<p><b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b></p> <p>B, W, O</p> <p>Well-being, community connectivity, closeness to nature; safety for pedestrians on busy A road. Contribute to green infrastructure and wildlife habitat.</p>			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSM9	<b>Description</b>  Wide mown grassed verges bounded by domestic hedges. Provide informal footpaths connecting the lanes that join the A51 at the crossroads to settlement and facilities at Pipe Gate. Verges are eroded in front of 172 London Road where it is used for informal parking. An important feature contributing to the rural character of the area. Maintained by residents.
<b>Audit reference</b>		GSAM9	
<b>Name:</b> A51 Verges, 172 London Road to Willoughbridge crossroads			
<b>Location</b>	<b>Post code</b>	TF9 4EX	
	<b>NGR</b>	SJ 74598 40323 to SJ 74655 40252	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O			
A 'gateway' into the Neighbourhood Area. Contribute to rural character. Provide safety for pedestrians on busy A road.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSM10	<b>Description</b>  Wide mown grassed verges and visibility splays at rural crossroads, providing visibility and safety for road users. An important feature contributing to the character of this rural crossroads. There is a small informal parking area on the W side of Aston Lane. At the W side of Willoughbridge Lane the grass is eroded at a vehicle access to a domestic garden. Maintained by residents.
<b>Audit reference</b>		GSAM10	
<b>Name:</b> A51 Verges, Willoughbridge crossroads			
<b>Location</b>	<b>Post code</b>	TF9 4EX	
	<b>NGR</b>	SJ 74687 40228	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O Contribute to rural character. Contribute to road safety.			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSM11	<b>Description</b> Triangular mown grassed verge on the eastern side of the junction. Provides visibility for road users at a dangerous junction onto a narrow primary route and contributes to the character of this rural settlement. Maintained by residents.
<b>Audit reference</b>		GSAM11	
<b>Name:</b> A51 Verge, Minn Bank junction, Weymouth			
<b>Location</b>	<b>Post code</b>	TF9 4JQ	
	<b>NGR</b>	SJ 74947 40024	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O			
Contributes to rural character and to road safety.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSM12	<b>Description</b> Mown grassed verge with informal ornamental tree and shrub plantings. Signals access to the Dorothy Clive Garden and contributes to the character of the area and. Maintained by the Willoughbridge Garden Trust.
<b>Audit reference</b>		GSAM12	
<b>Name:</b> A51 Verge, Dorothy Clive Garden			
<b>Location</b>	<b>Post code</b>	TF9 4EU	
	<b>NGR</b>	SJ 75420 39794	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O Ornamental planting signals access to Dorothy Clive Garden.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSM13	<b>Description</b>  A mown grassed area in front of a 'crescent' of houses, providing a visual green space and informal play area adjacent to the residential properties. The main grassed areas immediately in front of the 'crescent' comprises an oval area with a roadway around it, inside of which is triangular area with a footway on the inside. These two areas are in good condition. Two smaller grassed areas to either side. On the S periphery where the green space is flat and there is no kerbstone the grass is used as informal parking and its 'natural' value is significantly reduced by vehicle erosion. Contributes to the character of the properties and this part of the hamlet of Blackbrook. In ownership of the local authority. Maintained by local authority
<b>Audit reference</b>		GSAM13	
<b>Name:</b> The Croft, Hungersheath Lane, Blackbrook			
<b>Location</b>	<b>Post code</b>	ST5 5EL	
	<b>NGR</b>	SJ 76465 38956	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, R, O  Contributes to local rural character and provides informal play area.			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSM14	<b>Description</b>  Narrow verge with steep bank on the W side of the lane, with a roadside bus stop. The verge provides an informal footpath on the approach to the bus stop, and a standing area at the stop.
<b>Audit reference</b>		GSAM14	
<b>Name:</b> Verge between The Croft and “Wayside Farm”, Hungersheath Lane, Blackbrook			
<b>Location</b>	<b>Post code</b>	ST5 5EL	
	<b>NGR</b>	SJ 76485 39007	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, O  Provides a safe space for passengers at the bus stop.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSM15	<b>Description</b>  Narrow grassed verges at the junction of Maerway Lane and Hungersheath Lane with the A51. Provide visibility and safety at a poorly marked rural crossroads. The verge in front of St Margaret's Chapel is mown. Contribute to the rural character of the hamlet of Blackbrook. Maintained by SCC Highways.
<b>Audit reference</b>		GSAM15	
<b>Name:</b> A51 Verges, "Wayside Farm" and St Margaret's Chapel, Blackbrook			
<b>Location</b>	<b>Post code</b>	ST5 5EL	
	<b>NGR</b>	SJ 76496 39080	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O			
Contribute to road safety and rural character.			
<b>Map</b>		<b>Photographs</b>	
		 	

<b>Designated reference</b>		LGSM16	<b>Description</b>  Wide grassed verges bounded by mature cut hedgerows. On the S side of the highway a paved footway runs through the verge from The Shippon to the crossroads, providing pedestrian access to the bus stop in Hungersheath Lane. Widening of the verges into splays at the crossroads creates visibility and safety at a poorly marked rural crossroads. Contribute to the rural character of the hamlet of Blackbrook. Maintained by SCC Highways.
<b>Audit reference</b>		GSAM16	
<b>Name:</b> A51 Verges, Maerway Lane to "The Shippon", Blackbrook			
<b>Location</b>	<b>Post code</b>	ST5 5EL	
	<b>NGR</b>	SJ 76504 39060 to SJ 76596 38996	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O			
Provide safety for pedestrians and other users on a rural A road. Contribute to rural character..			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSM17	<b>Description</b>  Wide mown grass verges bounded by dwellings and domestic gardens. On the south side of the highway a layby inside the verge gives access to several dwellings, a telephone kiosk, a letter box and a parish noticeboard. The mown grass signals an inhabited area on a rural highway. An important feature contributing to the rural character of hamlet of Blackbrook area. Maintained by residents.
<b>Audit reference</b>		GSAM17	
<b>Name:</b> A51 Verges, "The Shippon" to "The Woodlands", Blackbrook			
<b>Location</b>	<b>Post code</b>	ST5 5EL	
	<b>NGR</b>	SJ 76601 38990 to SJ 76771 38892	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O			
Contribute to rural character. Provide safety for pedestrians on busy A road and safe access to community services.			
<b>Map</b>			<b>Photographs</b>
			
			

<b>Designated reference</b>		LGSM18	<b>Description</b>  Narrow grass verges bounded by mature hedgerows with trees. There is a kerbside bus stop at White Farm. On the other side of the A51/A53 junction at White Farm there is access to a paved footway. Verges provide informal footpaths to access the bus stop and the footway leading to community facilities on the other side of the junction. Maintained by SCC Highways.
<b>Audit reference</b>		GSAM18	
<b>Name:</b> A51 Verges, “The Woodlands” to A51/A53 junction at “White Farm”, Blackbrook			
<b>Location</b>	<b>Post code</b>	ST5 5EL	
	<b>NGR</b>	SJ 76771 38892 to SJ 77026 38802	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O			
Provide safety for pedestrians on busy A road and connection to paved footway leading to community facilities.			
<b>Map</b>		<b>Photograph</b>	
			

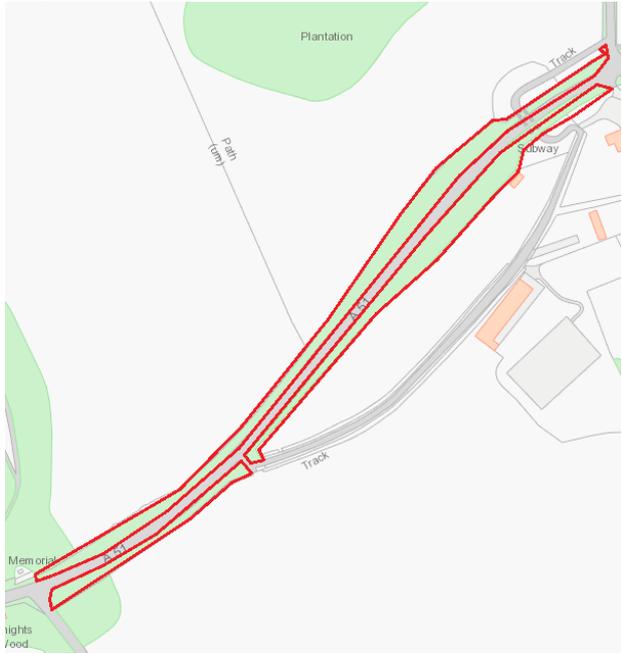
<b>Designated reference</b>		LGSM19	<b>Description</b> Wide grass verge bounded by mature hedgerow on N side of the A51. On the S side of the highway a narrow verge on the outside of a paved footway provides separation between pedestrians and vehicles. Contribute to the rural character of the area. Maintained by SCC Highways.
<b>Audit reference</b>		GSAM19	
<b>Name:</b> A51 Verges, A53 junction to Wharmadine Lane			
<b>Location</b>	<b>Post code</b>	ST5 5EG	
	<b>NGR</b>	SJ 77406 38799 to SJ 77521 38817	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>	None		
<b>Planning permissions</b>	None		
<b>Extensive tract of land</b>	No		
<b>Local in character</b>	Yes		
<b>Close to the community it serves</b>	Yes		
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b> B, W, O Contribute to rural character. Provide safety for pedestrians on busy A road.			
<b>Map</b>			<b>Photographs</b>
			 

<b>Designated reference</b>		LGSM20	<b>Description</b>  Wide grassed verge bounded by mature hedgerow on N side of the A51, with a small paved area at a bus stop at Brookfields Farm. Maer PRoW no. 4/the Newcastle Way joins the A51 at Brookfields Farm. The wide verge provides an informal footpath to the continuation of the Newcastle Way along Wharmadine Lane, some metres to the W. On the S side of the highway from Brookfields to the Barbour clothing store a narrow verge on the outside of the paved footway provides separation between pedestrians and vehicles. Contribute to the rural character of the area. Maintained by SCC Highways and residents.
<b>Audit reference</b>		GSAM20	
<b>Name:</b> A51 Verges, Wharmadine Lane to “Brookfields Farm”			
<b>Location</b>	<b>Post code</b>	ST5 5EG	
	<b>NGR</b>	SJ 77536 38818 to SJ 77701 38840	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<p><b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b></p> <p>B, W, O</p> <p>Provide an informal footpath and safety for pedestrians on busy A road. Contribute to rural character.</p>			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSM21	<b>Description</b> Wide grassed verges with trees and mature hedgerows. On the S side on the approach to Maer Lodge and the gateway to Maer Hall the verge is mown. On the N side there is a mown area with several flowering trees to the immediate W of Maer War Memorial. An important feature contributing to the rural character of the area. Maintained by Maer Estate and Maer Parish Council.
<b>Audit reference</b>		GSAM21	
<b>Name:</b> A51 Verges, from field access west of Maer Lodge to Maer Lodge and Maer War Memorial			
<b>Location</b>	<b>Post code</b>	ST5 5ED	
	<b>NGR</b>	SJ78603 38841 to SJ78961 38823	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O Contribute to local rural character.			
<b>Map</b>			<b>Photographs</b>
			
			

<b>Designated reference</b>		LGSM22	<b>Description</b>  A roadside structure with stone benches at either side on an elevated platform on the N side of the A51, facing down Maer Lane. A broad flight of steps leads up to the memorial, with formal plantings on the slope either side of the steps. A Remembrance Day service is held here each year by the combined parishes of Chapel Chorlton, Maer and Whitmore. There is a brick-built bus shelter with tiled roof immediately to the east. An important heritage feature contributing to the character of this rural area. Maintained by Maer Parish Council.
<b>Audit reference</b>		GSAM22	
<b>Name:</b> Maer War Memorial			
<b>Location</b>	<b>Post code</b>	ST5 5ED	
	<b>NGR</b>	SJ 78961 38823	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, H			
An important local historical record and heritage structure. Contributes to the character of the local area. Important to local community and community life.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSM23	<b>Description</b>  A small copse of mature Beech and Sycamore trees set within a fenced area of elevated land within a large area of grazing land. Originally part of the Maer Estate. The trees are subject to a group Tree Preservation Order (TPO) and are prominently visible from the A51 and Maer PRoW No. 1. They are a significant feature in the wider landscape of the Neighbourhood Area, including viewpoints in Baldwins Gate, and provide a legible point for reference and navigation.
<b>Audit reference</b>		GSAM23	
<b>Name:</b> Beech Tree Copse at “Maerfield Gate Farm”			
<b>Location</b>	<b>Post code</b>	ST5 5ED	
	<b>NGR</b>	SJ 79334 38949	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O An important feature in the local landscape.			
<b>Map</b>		<b>Photograph</b>	
			

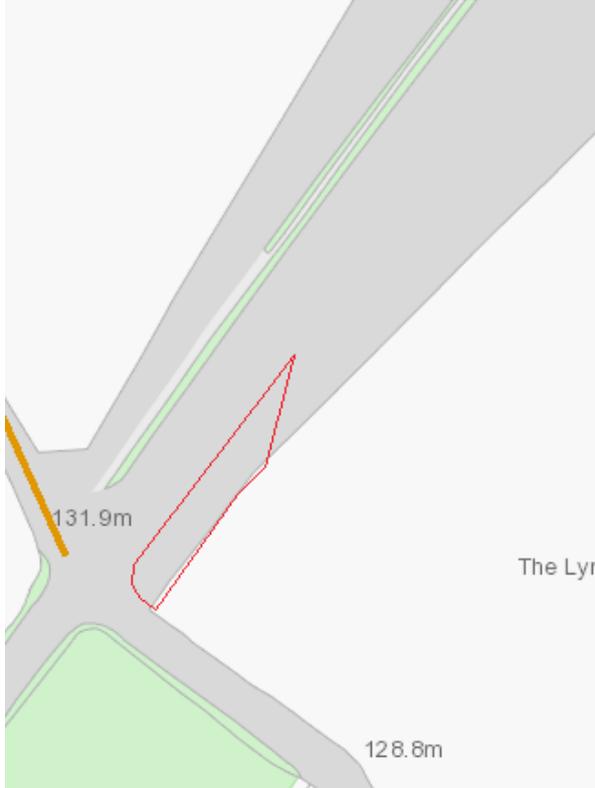
<b>Designated reference</b>		LGSM24	<b>Description</b>  Wide grassed verges providing informal footpaths connecting PRoWs and lanes in Maer parish to the Hill Chorlton footway at Maerfield Gate, providing a pedestrian route from Hill Chorlton to Maer War Memorial. Form part of route used by Maer village residents to walk to facilities and workplaces at Maerfield Gate and Baldwins Gate. At the W end the verges give access to Maer Lane and Maer PRoW No. 1, both leading to Maer village, and to Maer PRoW no. 2, leading to the A53 near Holly Bush Lane. Immediately to the E of Maer Lane and the War Memorial there are large daffodil plantings on both the N and S sides. Along part of the length mature trees and other vegetation grow on the steep banks of a cutting. Trees, hedgerows and other vegetation contribute to green infrastructure and provide corridors for wildlife. An important feature in the rural character of the area. Maintained by SCC Highways.
<b>Audit reference</b>		GSAM24	
<b>Name:</b> A51 Verges, Maer Lodge/Maer War Memorial to Maerfield Gate/Woodside			
<b>Location</b>	<b>Post code</b>	ST5 5ED	
	<b>NGR</b>	SJ 78977 38843 to SJ 79321 39172	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, W, O			
Well-being, recreation, closeness to nature, access to facilities and employment; join up fragmented lane/PRoW network, provide safety for pedestrians on busy A road. Contribute to green infrastructure and wildlife habitat.			
<b>Map</b>			
			
<b>Photographs</b>			
			
			
			

<b>Designated reference</b>		LGSM25	<b>Description</b>  A small mixed plantation of Pine and broadleaved trees within a fenced area of elevated ground in a large field adjacent to the A51 and Woodside. Originally part of the Maer Estate. The trees are subject to a group Tree Preservation Order (TPO) and are prominently visible from the A51. They are a significant feature in the wider landscape of the Neighbourhood Area and provide a legible point for reference and navigation.
<b>Audit reference</b>		GSAM25	
<b>Name:</b> Sandy Low Plantation			
<b>Location</b>	<b>Post code</b>	ST5 5ED	
	<b>NGR</b>	SJ 79196 39240	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, H, W, O An important feature in the local landscape.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSM26	<b>Description</b>  Wide grassed verge on the outside of a paved footway connecting the hamlet of Hill Chorlton to facilities and employment at Maerfield Gate, bus stops in Woodside, and verges providing informal footpaths to access PRoWs, lanes and War Memorial to the W. Provides separation between pedestrians and vehicles on a primary route, and protection from road spray in wet conditions, and contributes to rural character. There is a mature hedgerow on the inside of the footway, with trees at the E end. The verge widens into a visibility splay at the junction with Sandy Lane providing visibility for road users and planted with daffodils. The boundary between Maer and Chorlton parishes is halfway along this stretch, opposite the centreline of Maerfieldgate Cottages. Maintained by SCC Highways.
<b>Audit reference</b>		GSAM26	
<b>Name:</b> A51 Verge, Maerfield Gate/Woodside to Sandy Lane			
<b>Location</b>	<b>Post code</b>	ST5 5ED	
	<b>NGR</b>	SJ 79321 39172 to SJ 79542 39239	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>	None		
<b>Planning permissions</b>	None		
<b>Extensive tract of land</b>	No		
<b>Local in character</b>	Yes		
<b>Close to the community it serves</b>	Yes		
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
W, R, O			
Well-being, recreation, access to facilities; join up fragmented lane/PRoW network, safety for pedestrians on busy A road.			
<b>Map</b>		<b>Photographs</b>	
			

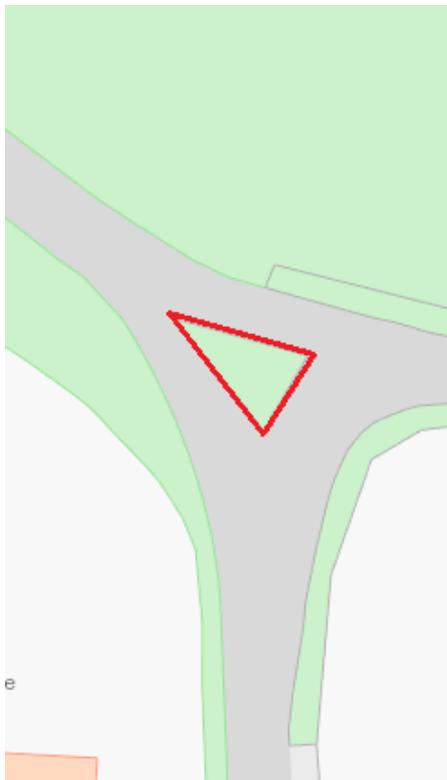
### **3 Whitmore parish**

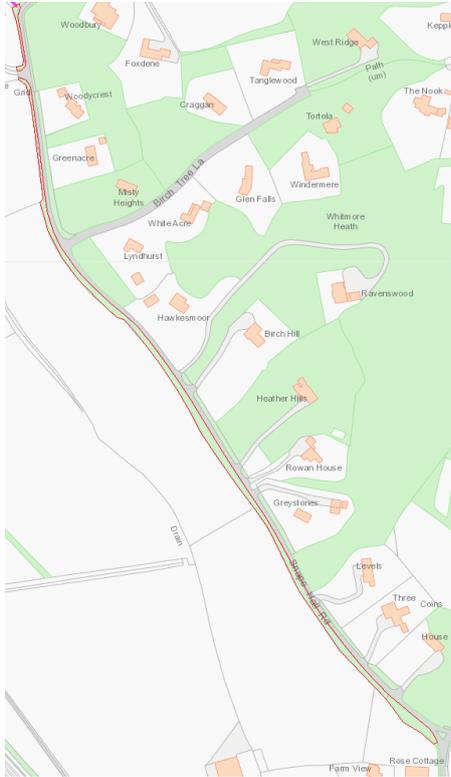
<b>Designated reference</b>		LGSW1	<b>Description</b>  Mown grassed verge on the outside of a paved footway on north side of the A53. Provides separation between pedestrians and vehicles on a primary route, and protection from road spray in wet conditions, and contributes to rural character. The verge widens into a visibility splay at the junction with Lymes Road. There is a bus shelter on the inside of the footway. Visibility splay and area around bus shelter maintained by a local resident. Remainder of verge maintained by SCC Highways.
<b>Audit reference</b>		GSAW1	
<b>Name:</b> A53 Verge, M6 motorway to Butterson crossroads			
<b>Location</b>	<b>Post code</b>	ST5 4ED	
	<b>NGR</b>	SJ 82823 43457 to SJ 82677 43252	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>	None		
<b>Planning permissions</b>	None		
<b>Extensive tract of land</b>	No		
<b>Local in character</b>	Yes		
<b>Close to the community it serves</b>	Yes		
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O			
Contributes to rural character at this 'gateway' into the Neighbourhood Area and provides safety for pedestrians on busy A road..			
<b>Map</b>			
			

<b>Designated reference</b>		LGSW2	<b>Description</b>  Wide mown grassed verge on the inside of a footway leading to a bus shelter on the south side of the A53. The verge also forms a visibility splay at the junction. Maintained by SCC Highways.
<b>Audit reference</b>		GSAW2	
<b>Name:</b> A53 Verge, M6 motorway to Butterson crossroads			
<b>Location</b>	<b>Post code</b>	ST5 4ED	
	<b>NGR</b>	SJ 82711 43269 to SJ 82697 43245	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O			
Contributes to rural character at this 'gateway' into the Neighbourhood Area.			
<b>Map</b>		<b>Photograph</b>	
			

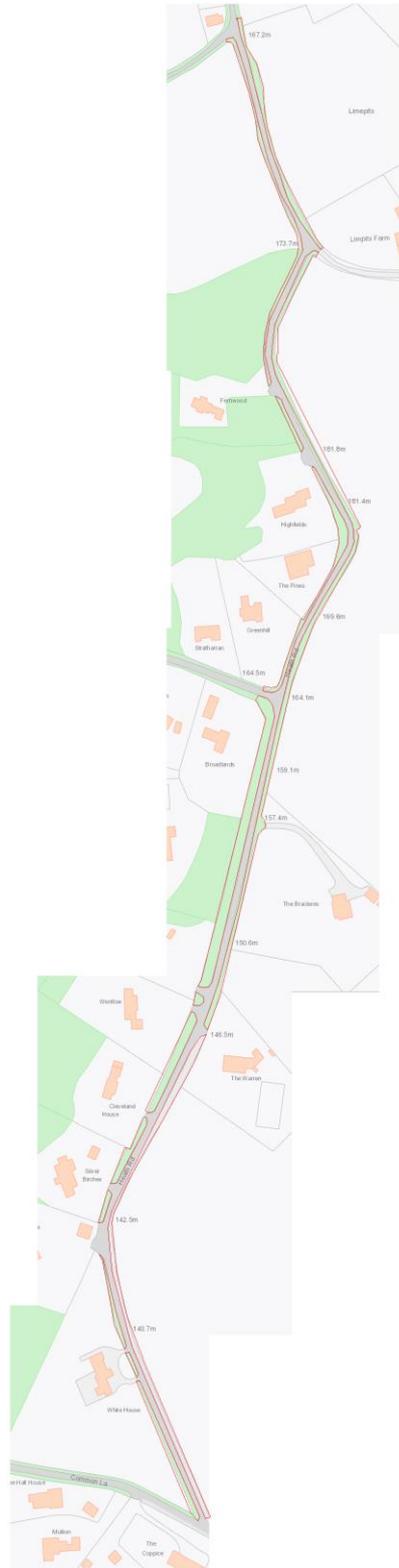
<b>Designated reference</b>		LGSW3	<b>Description</b> Un-kerbed grass triangle at the south end of Shut Lane Head, at junction with lane leading into Butterton village. An oak tree planted by residents grows in the centre. Signals approach to Butterton village and contributes to the character of this rural area. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW3	
<b>Name:</b> Triangle at Shut Lane Head, Butterton			
<b>Location</b>	<b>Post code</b>	ST5 4DU	
	<b>NGR</b>	SJ 82531 41978	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b> B, W Contributes to the rural character of this area and to green infrastructure.			
<b>Map</b>		<b>Photograph</b>	
			

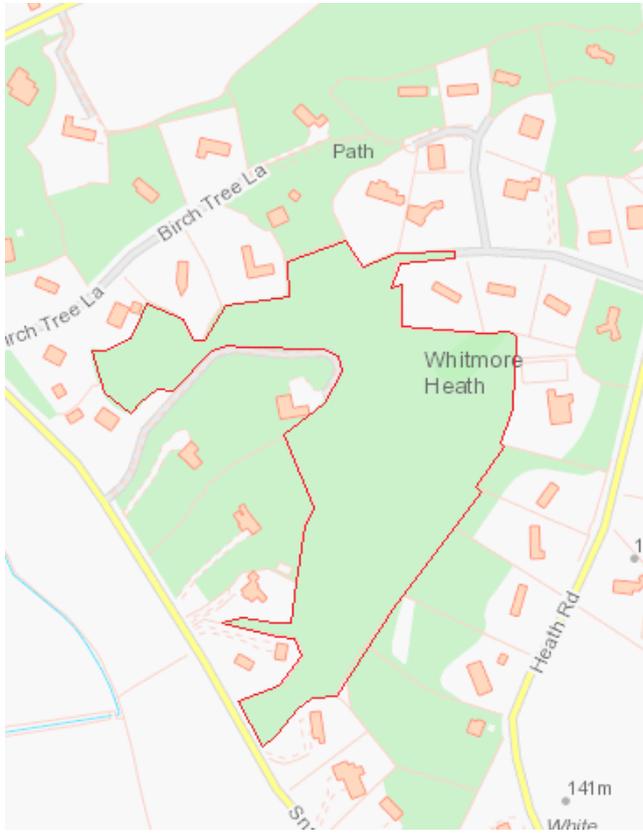
<b>Designated reference</b>		LGSW4	<b>Description</b> Visibility splays on SE side of the A53, sown annually with wildflower mixtures. The banked field boundary has a mature hedgerow of native species, including Dog Rose, with Cherry trees ( <i>Prunus avium</i> ) planted at intervals. Wildflowers, trees, and hedgerows contribute to green infrastructure and provide corridors for wildlife and have a high visual amenity value on a busy primary route. In ownership of Whitmore Estate. Cultivated and maintained by Whitmore Estate.
<b>Audit reference</b>		GSAW4	
<b>Name:</b> A53 Wildflower Verge between Trentham Road roundabout and Whitmore village			
<b>Location</b>	<b>Post code</b>	ST5 5HW	
	<b>NGR</b>	SJ 81411 41329	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, W  High visual amenity value, highly valued by NA residents. Contribute to green infrastructure and wildlife habitat.			
<b>Map</b>			<b>Photograph</b> 

<b>Designated reference</b>		LGSW5	<b>Description</b>  A kerbed, mown grassed triangle at the junction of Snape Hall Road and Common Lane, on the boundary of the urbanised area of Baldwins Gate/Whitmore and the Green Belt. Contributes to the semi-character of the area. Maintained by Whitmore Parish Council
<b>Audit reference</b>		GSAW5	
<b>Name:</b> Triangle on Snape Hall Road			
<b>Location</b>	<b>Post code</b>	ST5 5HD	
	<b>NGR</b>	SJ 79678 40661	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B Contributes to local semi-rural character.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSW6	<b>Description</b> Unmown, wide grassed verge on west side of a single-track road, with a mature hedgerow and other vegetation on inside of the verge and a dry ditch along parts. Part of an important all-weather walking route well used on a daily basis by Whitmore Heath and Baldwins Gate residents. Verge and hedgerow and other vegetation contribute to green infrastructure and provide corridor for wildlife.	
<b>Audit reference</b>		GSAW6		
<b>Name:</b> Verge on Snape Hall Road, "Heath House" to "Snape Hall Farm"				
<b>Location</b>	<b>Post code</b>	ST5 5HS		
	<b>NGR</b>	SJ 79823 40629 to SJ 79320 41293		
<b>Type of protection</b>		Local Green Space		
<b>NPPF para. 77 criteria</b>			<b>Photographs</b>  	
<b>Site allocations</b>		None		
<b>Planning permissions</b>		None		
<b>Extensive tract of land</b>		No		
<b>Local in character</b>		Yes		
<b>Close to the community it serves</b>		Yes		
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>				
B, R, T, W, O				
Well-being, recreation, closeness to nature, important local walking route. Contribute to green infrastructure and wildlife habitat.				
<b>Map</b>				
				

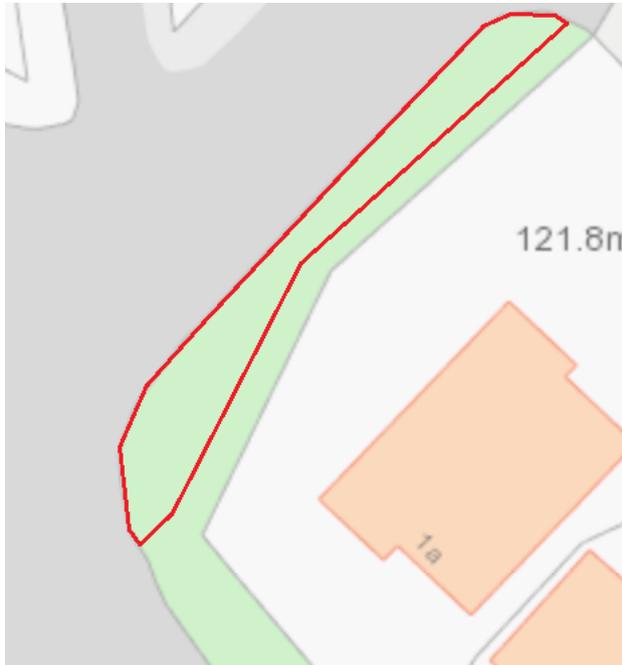
<b>Designated reference</b>		LGSW7	<b>Description</b>  Unmown, grassed verges on both sides of a sunken single-track lane, with ancient hedgerows on the inside of the verge. Part of an important all-weather walking route well used on a daily basis by Whitmore Heath and Baldwins Gate residents. On the E approach to the junction with Heath Road the verges become high banks with wildflowers including bluebell, wood anemone and arum lily and are shaded by high Hazel hedges and mature trees, including a veteran Oak. Verges, hedgerows and other vegetation contribute to green infrastructure and provide corridor for wildlife.
<b>Audit reference</b>		GSAW7	
<b>Name:</b> Verges on Snape Hall Road, "Snape Hall Farm" to Heath Road			
<b>Location</b>	<b>Post code</b>	ST5 5JA	
	<b>NGR</b>	SJ 79320 41293 to SJ 79847 41546	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, T, W, O			
Well-being, recreation, closeness to nature, important local walking route. Contribute to green infrastructure and wildlife habitat.			
<b>Map</b>			<b>Photographs</b>
			
			
			

<b>Designated reference</b>		LGSW8	<b>Map</b> 
<b>Audit reference</b>		GSAW8	
<b>Name:</b> Verges on Heath Road			
<b>Location</b>	<b>Post code</b>	ST5 to ST5 5JA	
	<b>NGR</b>	SJ 79823 40629 to SJ 79847 41546	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, R, T, W, O			
Well-being, recreation, closeness to nature, important local walking route. Contribute to green infrastructure and wildlife habitat.			
<b>Description</b>			
Wide verges of grass and other vegetation on a narrow/single-track road. Part of an important all-weather walking route well used on a daily basis by Whitmore Heath and Baldwins Gate residents. On the inside of the verges there is either fencing or mature hedgerows, with trees and other vegetation. On the approach to the junction with Snape Hall Road the verges become high banks with wildflowers, including bluebells, and are shaded by mature trees. Verges, hedgerows and other vegetation contribute to green infrastructure and provide corridor for wildlife. (Note: verges on domestic frontages are mown, and maintained by residents)			
<b>Photographs</b>			
			

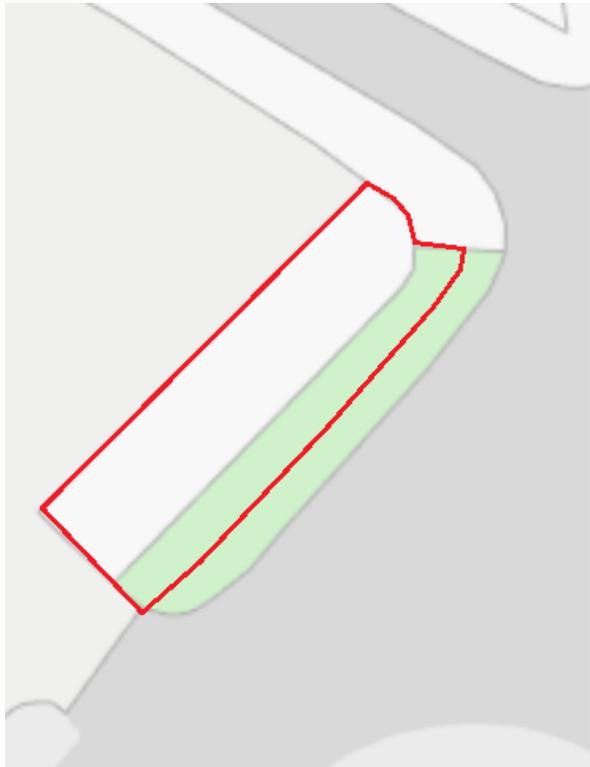
<b>Designated reference</b>		LGSW9	<b>Description</b>  An area of unmanaged scrub woodland in a former sand quarrying area, surrounded by residential plots on Whitmore Heath and agricultural land. There are accesses on Snape Hall Road, Birch Tree Lane and Heath Rise, and informal paths for walking and cycling. An important recreation area used by residents of Whitmore Heath and Baldwins Gate. Contributes to green infrastructure and wildlife habitat. Believed to be in ownership of Whitmore Estate.
<b>Audit reference</b>		GSAW9	
<b>Name:</b> Woodland on Whitmore Heath			
<b>Location</b>	<b>Post code</b>	ST5 5HS	
	<b>NGR</b>	SJ 79669 40978	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
<p>B, R, T, W, O</p> <p>Well-being, recreation, closeness to nature, important local walking area. Contributes to green infrastructure and wildlife habitat.</p>			
<b>Map</b>		<b>Photographs</b>	
		 	

<b>Designated reference</b>		LGSW10	<b>Description</b>  An area of managed, broadleaf (mainly Beech trees) woodland on elevated ground on the eastern approach to Baldwins Gate on the A53. Bounded by A53, Coneygreave Lane and farmland. Informal access on Coneygreave Lane and informal paths used for walking and cycling. A rope swing is attached to a tree. Contributes to the character of Baldwins Gate village and has high visual amenity value due to its prominence in the main eastward view through settlement. Also a prominent feature in the wider landscape of the NA. Contributes to green infrastructure and wildlife habitat. In ownership of Whitmore Estate. Maintained by Whitmore Estate.
<b>Audit reference</b>		GSAW10	
<b>Name:</b> "Raddle Hill"			
<b>Location</b>	<b>Post code</b>	ST5 5HF	
	<b>NGR</b>	SJ 79848 40574	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, R, T, W, O  Well-being, recreation, important visual amenity on main route through the village. Contributes to green infrastructure and wildlife habitat.			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSW11	<b>Description</b>  Village playing field on a gently sloping site. The area has a mixture of hard and soft landscaping, with well-maintained well-used and purpose-built facilities, including a 5-a-side football pitch with goals, outdoor gym, enclosed early years play area, young people's play area and picnic tables with benches. Overlooked by dwellings on Appleton Drive. Accessed via the main access to Whitmore Village Hall and via a pedestrian gate and stile in Coneygreave Lane. In ownership of Whitmore Parish Council. Managed and maintained by Whitmore Parish Council on behalf of The Recreation Ground, Whitmore, Charity no. 522783.
<b>Audit reference</b>		GSAW11	
<b>Name:</b> Whitmore Village Hall Playing Field			
<b>Location</b>	<b>Post code</b>	ST5 5BU	
	<b>NGR</b>	SJ 79846 40408	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
R, O Well-being, recreation. An important community asset.			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSW12	<b>Description</b>  Mown grass verge with paved footway on the inside. The verge widens into a visibility splay at the Appleton Drive junction where there are several flower tubs and a planting of daffodils. Provides separation between pedestrians and vehicles on a heavily used primary route, and protection from road spray in wet conditions. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW12	
<b>Name:</b> A53 Verge, Whitmore Village Hall to Appleton Drive, Whitmore			
<b>Location</b>	<b>Post code</b>	ST5 5BU	
	<b>NGR</b>	SJ 79726 40461	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O  Provides protection for pedestrians on busy A road. Contributes to local rural character.			
<b>Map</b>		<b>Photographs</b>	
		 	

<b>Designated reference</b>		LGSW13	<b>Description</b>  Mown grass verges on either side of the road, with paved footways on the inside and flowering cherry trees planted at regular intervals. There are gaps in the verges at vehicle crossings to domestic accesses. An important feature contributing to the character of this residential road in a rural settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW13	
<b>Name:</b> Verges, Appleton Drive, Whitmore			
<b>Location</b>	<b>Post code</b>	ST5 5bt	
	<b>NGR</b>	SJ 79700 40423	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O			
Contribute to local rural character.			
<b>Map</b>			<b>Photograph</b>
			
			

<b>Designated reference</b>		LGSW14	<b>Description</b>  An unmown grassed area on the inside of the paved footway at the entrance to a development site. A community Christmas tree provided by Whitmore Parish Council is planted there. In ownership of Mr Gavin Donlon. The area is currently not maintained on a regular basis.
<b>Audit reference</b>		GSAW14	
<b>Name:</b> A53 Verge at Sheet Anchor development site			
<b>Location</b>	<b>Post code</b>	ST5 5BU	
	<b>NGR</b>	SJ 79680 40437	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B Contributes to rural character.			
<b>Map</b>		<b>Photograph</b>	
			

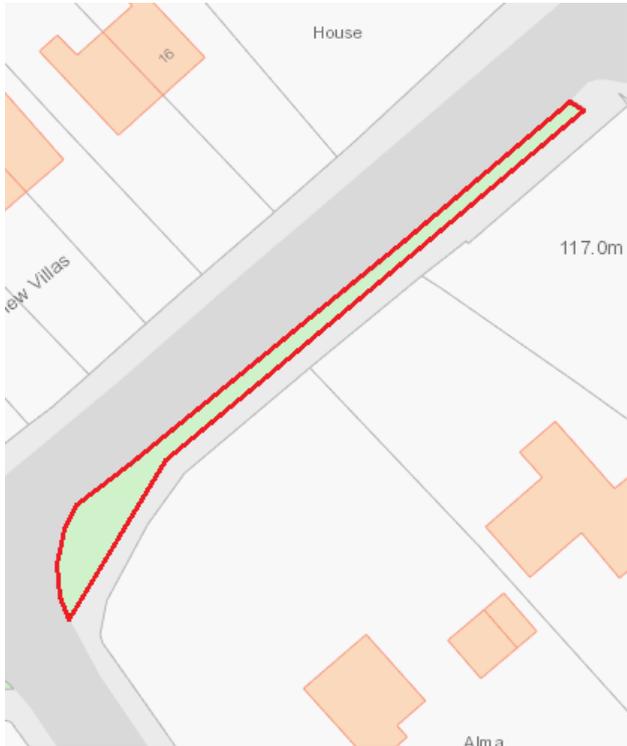
<b>Designated reference</b>		LGSW15	<b>Description</b>  Mown grass verge with paved footway on the inside. The verge widens into a visibility splay at the Appleton Drive junction where there area a Lime tree and several flower tubs. Provides separation between pedestrians and vehicles on a heavily used primary route, and protection from road spray in wet conditions. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW15	
<b>Name:</b> A53 Verge, Appleton Drive to bus shelter, Whitmore			
<b>Location</b>	<b>Post code</b>	ST5 5BU	
	<b>NGR</b>	SJ 79697 40426	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>	None		
<b>Planning permissions</b>	None		
<b>Extensive tract of land</b>	No		
<b>Local in character</b>	Yes		
<b>Close to the community it serves</b>	Yes		
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O  Provides protection for pedestrians on busy A road. Contributes to local rural character. Tree contributes to green infrastructure.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSW16	<b>Description</b>  Mown grass verge on the inside of the footway. The community would benefit from the verge being moved to the outside of the footway to provide separation between pedestrians and vehicles on a heavily used primary route, and protection from road spray in wet conditions. Contributes to the character of this rural settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW16	
<b>Name:</b> A53 Verge, railway bridge, Whitmore			
<b>Location</b>	<b>Post code</b>	ST5 5BU	
	<b>NGR</b>	SJ 79646 40369 to SJ 79614 40337	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B  Contributes to local rural character.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSW17	<b>Description</b>  Informal landscaped and planted garden with a broad, accessible path (forming part of Whitmore PRow No. 7) meandering through the site. Includes an area of mown grass, wooded area, rockery and seating. Accessed from the A53 and Fair-Green Road. There is a board with a map of 'Whitmore and District Parish Walks' at the entrance to the gardens. In ownership of Whitmore Parish Council. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW17	
<b>Name:</b> Jubilee Gardens, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5BY	
	<b>NGR</b>	SJ 79646 40303	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<p><b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b></p> <p>B, R, T, W, O</p> <p>An important community asset. Incorporates PRow Whitmore No. 7. Contributes to green infrastructure.</p>			
<b>Map</b>		<b>Photographs</b>	
			

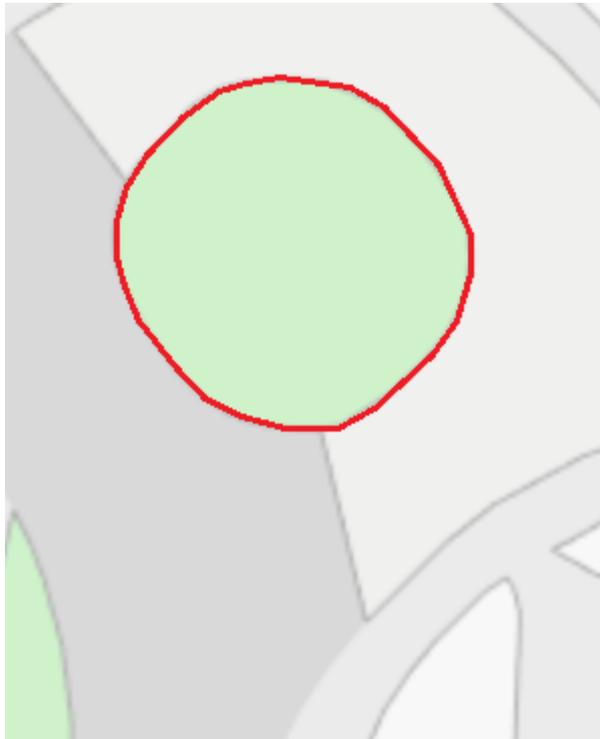
<b>Designated reference</b>		LGSW18	<b>Description</b> An open, predominantly mown grassed area at the junction of Fair-Green Road and the A53. A predominantly mown grassed area with a veteran Oak tree and large, mature Silver Birch. The site borders the Jubilee Gardens. An important feature contributing to the rural character of the settlement. In ownership of BT. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW18	
<b>Name:</b> Grassed area by BT telephone exchange, Fair-Green Road, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5BY	
	<b>NGR</b>	SJ 79610 40334	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O			
An important visual amenity on the main route through the settlement, contributes to local rural character. Trees contribute to green infrastructure.			
<b>Map</b>		<b>Photograph</b>	
			

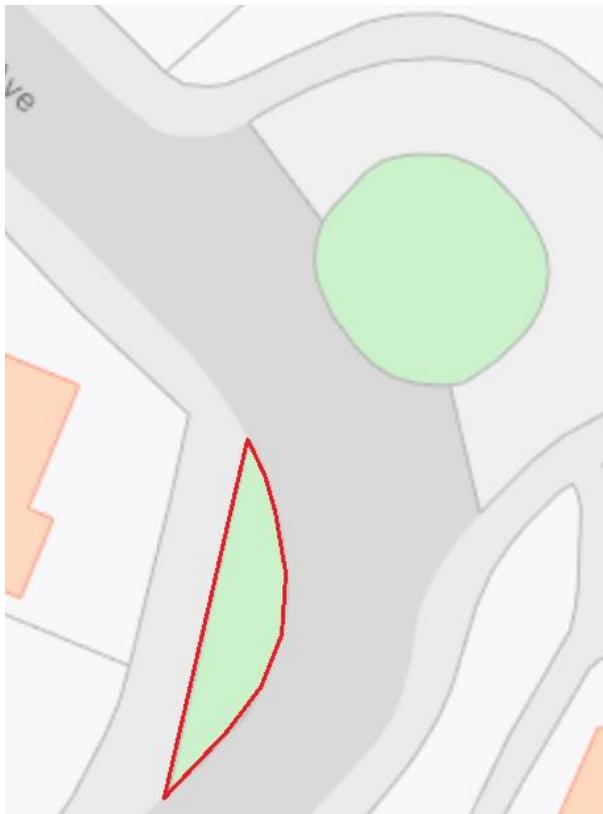
<b>Designated reference</b>		LGSW19	<b>Description</b>  A small, triangular field of pasture land that provides definition and visual separation between the Baldwins Gate village envelope and a small group of cottages in the Open Countryside. Also provides important outward views on the edge of the settlement. Site is bounded NE by school playing field and farmland, S by Open Countryside and dwellings, W by local right of way. The site is visible from cul-de-sac on Fair-Green Road and from Whitmore PRow No. 7, which forms part of an important local walking route. From these two viewpoints there is a view across pasture land to the cottages and into the partly wooded landscape of Chorlton and Maer parishes. From the local right of way at the W end there is a long, framed view towards the Hanchurch Hills.
<b>Audit reference</b>		GSAW19	
<b>Name:</b> Green Gap, Fair Green Road–Moss Cottages			
<b>Location</b>	<b>Post code</b>	ST5 5DG	
	<b>NGR</b>	SJ 79787 40034	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, T, O			
Creates green gap between settlement and workers' cottages in Open Countryside. An important visual amenity providing near and distant views into the Open Countryside.			
<b>Map</b>		<b>Photograph</b>	
			

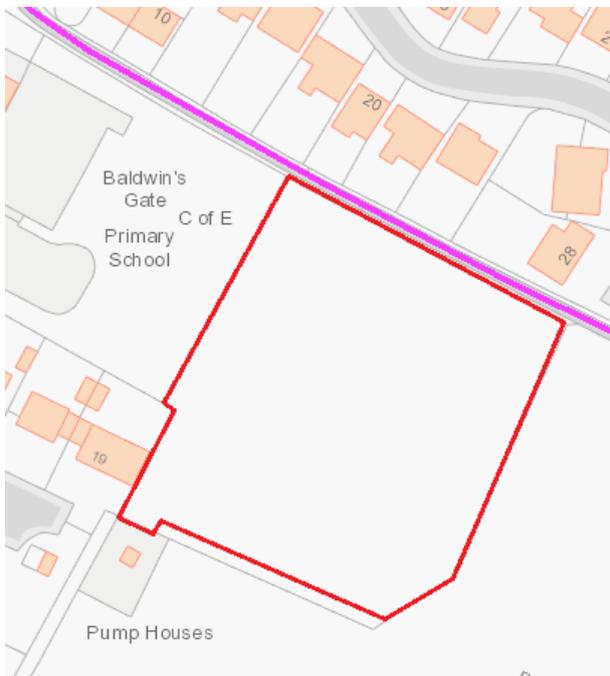
<b>Designated reference</b>		LGSW20	<b>Description</b>  Mown grass verge with paved footway on the inside. The verge widens into a visibility splay at the Tollgate Avenue junction where there are a flower tub and a mature flowering Cherry tree. There are gaps in the verge at vehicle crossings to domestic accesses. Provides separation between pedestrians and vehicles on a heavily used primary route, and protection from road spray in wet conditions. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW20	
<b>Name:</b> A53 Verge, Fair-Green Road to Tollgate Avenue, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DA	
	<b>NGR</b>	SJ 79584 40311	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O			
Provides protection for pedestrians on busy A road. Contributes to local rural character. Tree contributes to green infrastructure.			
<b>Map</b>			
			
<b>Photographs</b>			
			
			

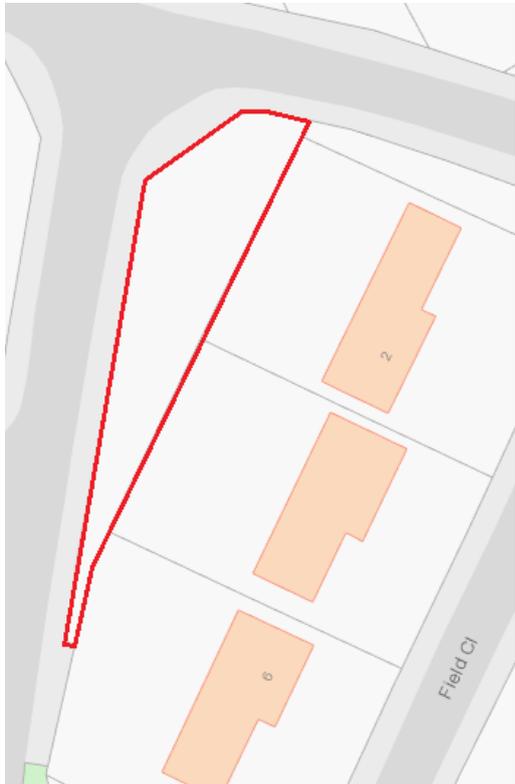
<b>Designated reference</b>		LGSW21	<b>Description</b> Mown grassed verge with footway on the inside on the west side of the Tollgate Avenue junction. The verge widens into a visibility splay at the junction, where there are a flower tub and a mature cherry tree. Provides separation between pedestrians and vehicles on a heavily used primary route, and protection from road spray in wet conditions. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW21	
<b>Name:</b> A53 Verge, Tollgate Avenue, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DA	
	<b>NGR</b>	SJ 79527 40263	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>	None		
<b>Planning permissions</b>	None		
<b>Extensive tract of land</b>	No		
<b>Local in character</b>	Yes		
<b>Close to the community it serves</b>	Yes		
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O			
Provides protection for pedestrians on busy A road. Contributes to local rural character. Tree contributes to green infrastructure.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSW22	<b>Description</b> Mown grassed verge on the inside of the footway in front of The Poplars and Tollgate House. There is a flowering Cherry tree ( <i>Prunus nigra</i> ) growing in the verge. There are gaps in the verge at vehicle crossings to domestic accesses. The community would benefit from the verge being moved to the outside of the footway to provide separation between pedestrians and vehicles on a heavily used primary route, and protection from road spray in wet conditions, especially since the carriageway width is substandard in this location. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW22	
<b>Name:</b> A53 Verge, "The Poplars" and "Tollgate House"			
<b>Location</b>	<b>Post code</b>	ST5 5DA	
	<b>NGR</b>	SJ 79515 40256 to SJ 79491 40244	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>	None		
<b>Planning permissions</b>	None		
<b>Extensive tract of land</b>	No		
<b>Local in character</b>	Yes		
<b>Close to the community it serves</b>	Yes		
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W Contributes to local rural character. Tree contributes to green infrastructure.			
<b>Map</b>			
			
			<b>Photographs</b>
			
			

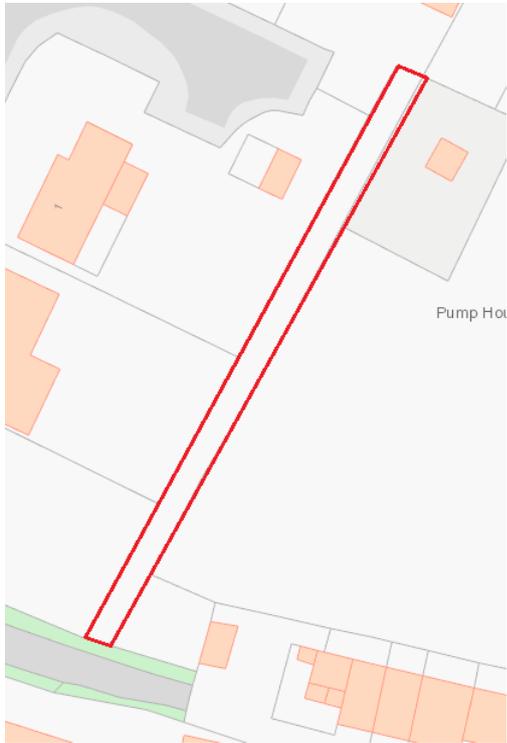
<b>Designated reference</b>		LGSW23	<b>Description</b>  Kerbed mown grassed roundabout in front of the primary school. There are a mature Norway Maple tree in the centre, and a flower tub. Used as a play area by the children after school and a waiting/socialising area by parents. Although it appears to be in the highway, the roundabout is part of the grounds of Baldwins Gate primary school. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW23	
<b>Name:</b> Roundabout at Primary School, Tollgate Avenue, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DF	
	<b>NGR</b>	SJ 79580 40223	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O			
An important social and visual amenity outside a significant location in the settlement. Tree contributes to green infrastructure.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSW24	<b>Description</b> Triangular mown grassed verge with white posts at a bend in Tollgate Avenue, opposite the primary school. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW24	
<b>Name:</b> Verge opposite Primary School, Tollgate Avenue, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DF	
	<b>NGR</b>	SJ 79571 40208	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B Contributes to local rural character.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSW25	<b>Description</b>  Playing field to the rear (E side) of the school buildings. This is the only fit-for-purpose sports pitch in the village and the Neighbourhood Area, being level and well maintained. It has high amenity value to both the school and the wider community, providing a sports facility for the school and forming part of the 'green' separation between the village envelope and the Open Countryside. The playing field is accessible to family and other visitors on school sports and open days.
<b>Audit reference</b>		GSAW25	
<b>Name:</b> Baldwins Gate Primary School, Playing Field			
<b>Location</b>	<b>Post code</b>	ST5 5DG	
	<b>NGR</b>	SJ 79741 40139	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
R, O  Has high recreational and amenity value. Contributes to green gap between settlement and workers' cottages in Open Countryside.			
<b>Map</b>		<b>Photograph</b>	
			

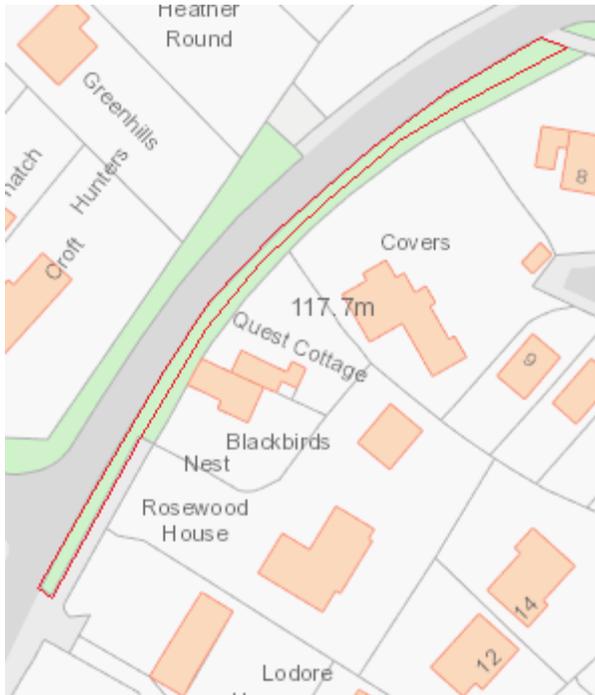
<b>Designated reference</b>		LGSW26	<b>Description</b>  A elongated triangular area of mown grass at the junction of Meadow Way and Moss Lane and along back of dwellings on Field Close. Informal mown grassed area with irregularly planted mature trees, including large a Weeping Willow, two Birch trees, a Mountain Ash and Cypress trees. Provides screening between dwellings on Field Close and Dale Close and has important visual amenity. Trees contribute to green infrastructure and provide wildlife habitat. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW26	
<b>Name:</b> Green Space, Meadow Way and Moss Lane, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DS	
	<b>NGR</b>	SJ 79463 40168	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, W, O  Provides screening between dwellings. An important visual amenity contributing to local rural character. Contributes to green infrastructure and wildlife habitat.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSW27	<b>Description</b>  A small wooded area with mature trees and high hedgerow between Moss Lane and the cul-de-sac of Field Close. An informal path between the trees connects the two roads. The hedgerow is partly of Beech trees and partly a former field boundary of hawthorn trees and is trimmed at the E end where it forms part of a domestic garden boundary. Provides a green barrier and visual separation and screening between dwellings on Moss Lane and Field Close, and enclosure at the end of Field Close. Has important visual amenity. . An important feature contributing to the rural character of the settlement.
<b>Audit reference</b>		GSAW27	
<b>Name:</b> Green Space, Moss Lane and Field Close, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DS	
	<b>NGR</b>	SJ 79460 40086	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, W, O			
Provides screening between dwellings. A local pedestrian route and an important visual amenity contributing to local rural character. Contributes to green infrastructure and wildlife habitat.			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSW28	<b>Description</b>  A 2m wide strip of land at the back of Pasture Close, fenced off with concrete posts and barbed wire at the W end of a small field of pasture land. A local right of way of at least 100 years' standing, used daily by residents of Baldwins Gate and Chorlton parish to access local facilities and as part of recreational walking routes. A route to school and school bus stop for children living at the Lakeside estate. Across the pasture to the E a long, framed view towards the Hanchurch Hills is an important visual amenity. Maintained by volunteers.
<b>Audit reference</b>		GSAW28	
<b>Name:</b> Local Right of Way, Moss Lane to Meadow Way, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DS	
	<b>NGR</b>	SJ 79624 40036 to SJ 79651 40083	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  B, H, R, T, O  An important local pedestrian route and visual amenity. Contributes to local rural character.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSW29	<b>Description</b> A pair of triangular-shaped mown grass verges/visibility splays on either side of the Gateway Avenue junction, with paved footways on the outside and inside and flower tubs. Provide separation between pedestrians and vehicles on a heavily used primary route, and protection from road spray in wet conditions. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW29	
<b>Name:</b> A53 Verges, Gateway Avenue junction, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DD	
	<b>NGR</b>	SJ 79456 40240	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			<b>Photographs</b> 
B, O			
Provide protection for pedestrians on busy A road. Contribute to local rural character.			
<b>Map</b>			
			

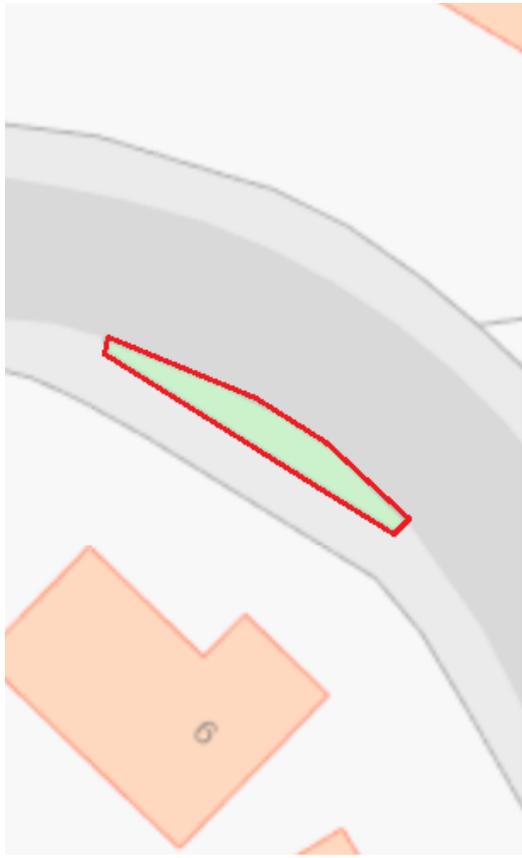
<b>Designated reference</b>		LGSW30	<b>Description</b>  Triangular-shaped mown grass verge/visibility splay on W side of the Meadow Way junction, with paved footway on the inside. There are a flower tub and a small planting of daffodils. Provides separation between pedestrians and vehicles on a heavily used primary route, and protection from road spray in wet conditions. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW30	
<b>Name:</b> A53 Verge, Meadow Way junction, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DA	
	<b>NGR</b>	SJ 79407 40195	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O			
Provides protection for pedestrians on busy A road. Contributes to local rural character.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSW31	<b>Description</b>  Mown grass verge with white posts on the outside and paved footway on the inside. There are gaps in the verge at vehicle crossings to domestic accesses. Provides separation between pedestrians and vehicles on a heavily used primary route, and protection from road spray in wet conditions. An important feature contributing to the rural character of the settlement.  Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW31	
<b>Name:</b> A53 Verge, Meadow Way to "Lodore House", Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DA	
	<b>NGR</b>	SJ 79400 40198 to SJ 79308 40102	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			<b>Photographs</b>
<p>B, O</p> <p>Provides protection for pedestrians on busy A road. Contributes to local rural character.</p>			
<b>Map</b>			
			

<b>Designated reference</b>		LGSW32	<b>Description</b>  Broad, unkerbed verges of mown grass on estate roads. Verges come up to domestic boundaries and there are no footways on the unadopted roads of the estate. There are gaps in the verges at vehicle crossings to domestic accesses. An important feature contributing to the rural and spacious character of this 1950s estate with large gardens and mature plantings on many frontages. Maintained by residents.
<b>Audit reference</b>		GSAW32	
<b>Name:</b> Verges, Sandyfields Estate, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DW	
	<b>NGR</b>	SJ 79291 40119 to SJ 79302 40292	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O			
Contribute to local rural character.			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSW33	<b>Description</b>  A predominantly mown grassed area on the N side of the A53, with formal planters, a community Christmas tree and a large silver birch tree. Includes paved paths and seating, a bus shelter and a dog waste bin belonging to Whitmore Parish Council. There is a gas station at the western end. There is a large planting of daffodils in front of the gas station, and another planting near the bus shelter. This is an important visual amenity, providing a 'gateway' area at the W end of the village, and contributing to the rural character of the settlement. In ownership of Newcastle-under-Lyme Borough Council and leased for no rent to Whitmore Parish Council. Developed and maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW33	
<b>Name:</b> "Chapel Green", Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5DN	
	<b>NGR</b>	SJ 79298 40108	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O			
Provides 'gateway' feature at western end of village. Contributes to local rural character.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSW34	<b>Description</b>  Two mown grass verges on either side of the Lakeside Close junction, with footways on the outside and flower tubs. Form a 'gateway' to the Lakeside estate. An important feature contributing to the rural character of the settlement. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW38	
<b>Name:</b> Verges at junction Lakeside Close and A53, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5LH	
	<b>NGR</b>	SJ 79270 40013	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B Contribute to local rural character.			
<b>Map</b>			<b>Photograph</b>
			

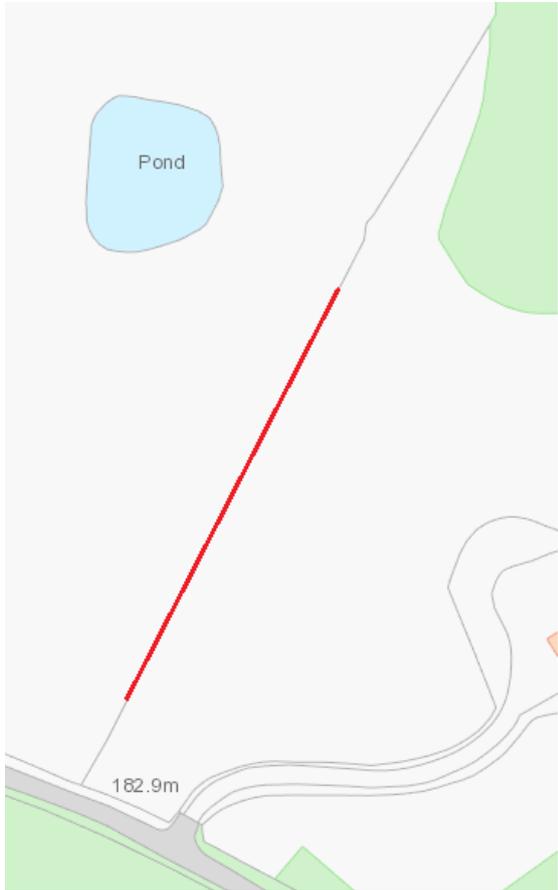
<b>Designated reference</b>		LGSW35	<b>Description</b>  A mown grass verge on the outside of the footway at No. 6 Lakeside Close. An important feature contributing to the rural character of this estate. Nominated for designation by the Baldwins Gate Management Company. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW39	
<b>Name:</b> Verge at Lakeside Close, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5lh	
	<b>NGR</b>	SJ 79295 39992 to SJ 79307 39985	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B			
Contributes to local rural character.			
<b>Map</b>		<b>Photograph</b>	
			

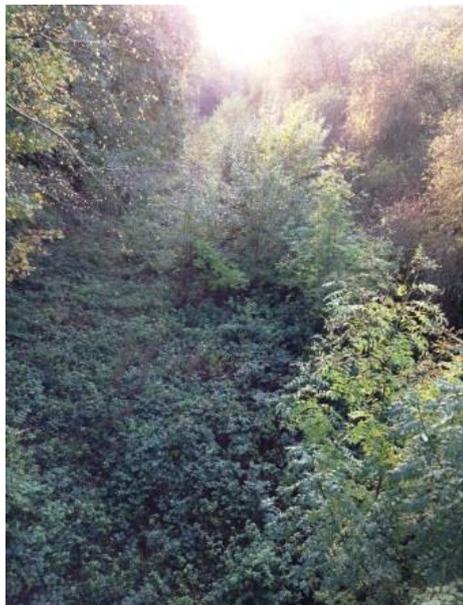
<b>Designated reference</b>		LGSW36	<b>Description</b>  Two mown grass verges on the outside of the footway on either side of the road between the Watering Close junction and the Heronpool Drive junction. An important feature contributing to the rural character of this estate. Nominated for designation by the Baldwins Gate Management Company. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW40	
<b>Name:</b> Verges at Lakeside Close, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5LH	
	<b>NGR</b>	SJ 79335 39963 to SJ 79362 39943	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B			
Contribute to local rural character.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSW37	<b>Description</b> Mown grass verge with ornamental flower beds at Nos 11 and 15 Heronpool Drive. There is a paved footway on the inside and there are gaps in the verge at vehicle crossings to domestic accesses. An important feature contributing to the rural character of this estate. Nominated for designation by the Baldwins Gate Management Company. Grass maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW41	
<b>Name:</b> Verge at Heronpool Drive, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5LW	
	<b>NGR</b>	SJ 79461 40011 to SJ 79421 39980	
<b>Type of protection</b>		Local Green Space	
<b>NPPF para. 77 criteria</b>			<b>Photographs</b> 
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B Contributes to local rural character.			
<b>Map</b> 			

<b>Designated reference</b>		LGSW38	<b>Description</b>  Mown grass verge outside No. 2 Teal Close. There is a paved footway on the inside of the verge. An important feature contributing to the rural character of this estate. Nominated for designation by the Baldwins Gate Management Company. Maintained by Whitmore Parish Council.
<b>Audit reference</b>		GSAW42	
<b>Name:</b> Verge at Heronpool Drive, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5LW	
	<b>NGR</b>	SJ 79474 40022 to SJ 79468 40017	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B			
Contributes to local rural character.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSW39	<b>Description</b>  An open space set within a residential development at the western end of the village, for the immediate benefit of residents of the Lakeside Estate. Consists of well-maintained grassed areas with a few trees, a small lake, a watercourse and an informal wooded area. The lake and wooded area are maintained as a nature reserve. A gravel bound path meanders past the lake and provides access to Chapel and Hill Chorlton PRoW No. 1, in the Open Countryside. Has high amenity and visual value for the residents of the development and contributes to the green spaces in the village. While it is not a public open space, and the gravel path is not a PRoW and is closed on one day each year, both are an important green space element linking the settlement of Baldwins Gate to the Open Countryside, as the path provides a link from the adopted highway network to the PRoW and the Open Countryside. Both the open space and pathway are owned and maintained by the Baldwins Gate Management Company, which is owned by the residents, who control the maintenance and care.
<b>Audit reference</b>		GSAW34	
<b>Name:</b> Open space, Lakeside Estate, Baldwins Gate			
<b>Location</b>	<b>Post code</b>	ST5 5Lj	
	<b>NGR</b>		
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<p><b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b></p> <p>B, R, T, W, O</p> <p>Contributes to local rural character. Provides an important access route between the settlement and the Open Countryside. Contributes to green infrastructure and wildlife habitat.</p>			
<b>Map</b>		<b>Photographs</b>	
			

<b>Designated reference</b>		LGSW40	<b>Description</b>  A row of mature Poplar trees on a high ridge to the NW of Baldwins Gate and overlooking the valley. The trees are prominently visible from many points to the S and SE, up to 7.5km distance. They contribute significantly to the wider landscape of the NA and beyond, and provide a legible point for reference and navigation within the landscape. Viewed in the photograph from the railway bridge in Baldwins Gate.
<b>Audit reference</b>		GSAW35	
<b>Name:</b> Poplar Trees at "Swallow Hill", Camp Hill			
<b>Location</b>	<b>Post code</b>	ST5 5ET	
	<b>NGR</b>	SJ 78069 40748	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>			
B, O An important feature in the local landscape.			
<b>Map</b>		<b>Photograph</b>	
			

<b>Designated reference</b>		LGSW41	<b>Description</b>  Described in the Newcastle-under-Lyme Green Infrastructure Strategy (2017) as a dismantled railway line which runs with gaps from the centre of Newcastle to the River Lea and beyond. It forms part of the wider Green Space linkages between the NA and other areas. Within the NA it is bounded on both sides by mature, tall hedgerows and runs westwards from Manor Road, merging into a track N of Aston village, from where it connects to the rural road network. If brought into formal use, e.g. by designation as a BOAT, it could be a significant asset both within the NA and to wider communities. Contributes to green infrastructure and provide corridor/habitat for wildlife.
<b>Audit reference</b>		GSAW36	
<b>Name:</b> Dismantled railway line, Manor Road, Baldwins Gate to Aston			
<b>Location</b>	<b>Post code</b>	CW3 9PT	
	<b>NGR</b>	SJ 77613 42216 to SJ 76584 42195	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b>  W, T  Contributes to green infrastructure and wildlife habitat.			
<b>Map</b>			<b>Photograph</b>
			

<b>Designated reference</b>		LGSW42	<b>Description</b>  Village cricket ground on the SW side of Whitmore village, with paved driveway access from Bent Lane, paved parking area and pavilion. The boundary on the E side is a mature high hedgerow with trees. Other boundaries are post-and-rail fences with mature trees growing singly and in groups. Hedgerows and trees contribute to green infrastructure and wildlife habitat. An important community asset.
<b>Audit reference</b>		GSAW37	
<b>Name:</b> Whitmore Cricket Ground			
<b>Location</b>	<b>Post code</b>	ST5 5JE	
	<b>NGR</b>	SJ 80851 40651	
<b>Type of protection</b>	Local Green Space		
<b>NPPF para. 77 criteria</b>			
<b>Site allocations</b>		None	
<b>Planning permissions</b>		None	
<b>Extensive tract of land</b>		No	
<b>Local in character</b>		Yes	
<b>Close to the community it serves</b>		Yes	
<p><b>Demonstrably special to local community (e.g. beauty (B), historic significance (H), recreational value (R), tranquillity (T), wildlife (W), other (O))</b></p> <p>R, T, W</p> <p>An important community asset. Contributes to green infrastructure and wildlife habitat.</p>			
<b>Map</b>			<b>Photographs</b>
			
			



## **Appendix 2**

### **Conclusions from AECOM Housing Needs Assessment (June 2016)**

The full [Housing Needs Assessment report](#) is accessible in the Evidence base.

## 4 Conclusions

### Overview

1. This neighbourhood plan housing needs advice has interrogated a wide range of data sources, which, taken together, can inform key trends and messages relevant to the Neighbourhood Plan's housing policies.
2. In this first section of our conclusions we make recommendations on the overall quantum of housing growth required.
3. In the second section, we assess, based on the data uncovered, indications of the components and characteristics of future housing based on the data analysed.
4. In line with recommended best practice, our preferred methodology is to present the projections our analysis has produced as a starting point, and then highlight the factors<sup>1</sup> that the Parish Councils might wish to take into consideration as they determine the final housing policy text, bearing in mind the requirement to be in general conformity with the strategic housing policies of NuL.

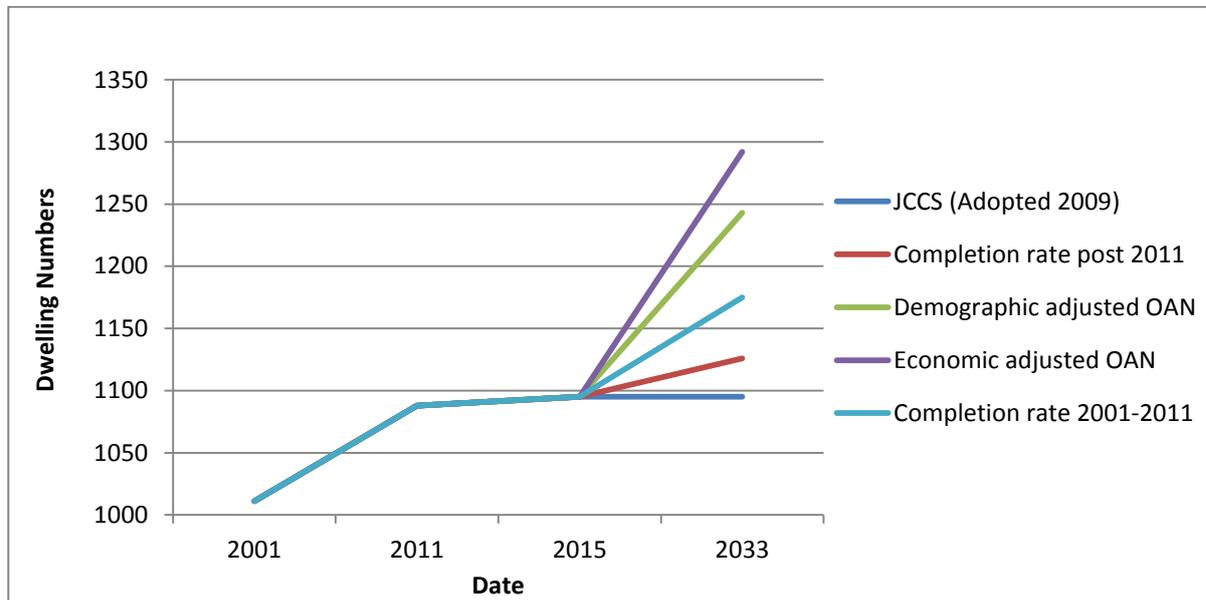
### Quantity of Housing Needed

5. To recap, we have identified five separate projections of dwelling numbers for the NP area between 2013 and 2033 based on:
  - A figure derived from the Adopted 2009 JCSS for NuL and Stoke-on-Trent (which gives a total of **0 dwellings**, and 0 per year);
  - A 'proportionate share' derivation from the 2015 SHMA, OAN lower range figure of 1,177 dwellings per annum (367 per annum for NuL (the demographically adjusted need), which gives a total of **148 dwellings** (rounded to the nearest whole number), or **7.4 dwellings per annum**);
  - A 'proportionate share' derivation from the 2015 SHMA, OAN higher range figure of 1,505 dwellings per annum (the economic growth adjusted level of need), which would give a requirement of **197 dwellings** (rounded to the nearest whole number) or **9.8 dwellings per annum**);
  - A projection forward of net dwelling completion rates 2001-2011, (which gives a projection of **80 dwellings**, or **4 dwellings per annum**); and
  - A projection forward of net dwelling completion rates 2011-2015 (which gives a projection of **31 dwellings**, or **1.56 dwellings per annum**).
6. These dwelling number projections are illustrated in Figure 11 below.

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<sup>1</sup> These factors are also referred to as 'indicators' in the PPG.

**Figure 11: Dwelling projections for the Chapel Hill and Chorlton, Maer and Aston and Whitmore Parishes NP Area 2013-2033**



Source: NuLBC and Stoke City Council Adopted Joint Core Strategy (2009), SHMA for NuLBC and Stoke City Council (2015), information from NuLBC, AECOM calculations

7. We have summarised the findings of the data gathered in Chapter 3 above in Table 20 below. The source for each factor with particular relevance to the neighbourhood is shown, together with AECOM's assessment of whether that factor is more likely to increase (↑), decrease (↓) or have no impact on (↔) the NP area's future housing need. Following PPG guidance, the factors relate both to housing price and housing quantity.
8. We have applied our professional judgement on the scales of increase and decrease associated with each factor on a scale from one to three, where one arrow indicates 'some impact', two arrows 'stronger impact' and three arrows indicates an even stronger impact. Factors are in alphabetical but no other order.
9. Note that factors have the potential to contradict one another, due to data being gathered at different times and across differing geographies. The Parish Councils are invited to use their judgement in resolving any conflicts, but we would advise that the more local and more recent data should generally have priority over data gathered at a larger spatial scale or older data.
10. However, our general approach reflects PPG advice to adjust the housing quantity suggested by household projections to reflect appropriate market signals, as well as other market indicators of the balance between the demand for and supply of dwellings, such as house prices and past build-out rate.
11. The PPG also advises that market signals are affected by a number of factors, and plan makers should not attempt to estimate the precise impact of an increase in housing supply. Rather they should increase planned supply by an amount that, on reasonable assumptions and consistent with principles of sustainable development, could be expected to improve affordability, and monitor the response of the market over the plan period.

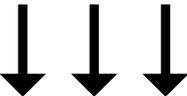
12. As such, Table 20 should be used as a basis for qualitative judgement rather than quantitative calculation. It is designed to form the starting point for steering group decisions on housing policy rather than to provide definitive answers. Again, this reflects the PPG approach- it states that when considering future need for different types of housing, planners have the option to consider whether they plan to attract an age profile that differs from the present situation. They should look at the household types, tenure and size in the current stock and in recent supply, and assess whether continuation of these trends would meet future needs.
13. The PPG also states that appropriate comparisons of indicators (i.e. factors) should be made and that trends uncovered may necessitate adjustment to planned housing numbers compared to ones based solely on household projections. Where upward adjustment is considered necessary, it should be at a reasonable level and not negatively affect strategic conformity with the emerging Local Plan.

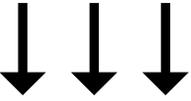
**Table 20: Summary of factors specific to Chapel and Hill Chorlton, Maer and Aston, Whitmore NP with a potential impact on neighbourhood plan housing quantity**

Factor	Source(s) (detailed in Chapter 3)	Possible impact on future housing need	Rationale for judgement
<b>Age structure of population</b>	SHMA, Census, Follwells	↑	SHMA notes the significant growth in the older population in NuL between the two censuses, which is projected to continue into the future, and a growing need for specialist older persons accommodation (which is likely to be provided in more urban locations). Census 2011 and SHMA also shows the relatively older population in the Rural South sub-area and NP area, and trends toward this increasing, with growth of 27.8% in those aged 65-85 in the NP area between 2001-2011, a figure which far exceeds growth at the borough level over the same period (6.3%). Conversely, there has been a significant loss of 25-44 year olds between the censuses (although not quite as pronounced as the increase in the 65-85 age group), suggesting that this age group either cannot afford to live in the area, or want to be closer to amenities and facilities within town and city centres. There has also been a very minor drop in the number of children in the NP area, this is less than the drop experienced at the borough level.

Factor	Source(s) (detailed in Chapter 3)	Possible impact on future housing need	Rationale for judgement
<p><b>Economic performance and potential</b></p>	<p>SHMA, Census, Rural Community Profiles, Follwells</p>	<p style="text-align: center;">↑</p>	<p>The NP area appears attractive to commuters (Census) who travel relatively long distances to employment (an average of 20.9km) and is well positioned for access to the motorways and international destinations (via four international airports), despite Follwell's assessment that demand is dropping and likely to continue to drop due to the cost of fuel. There are very low levels of unemployment in the NP area, and very few people claiming employment related benefits. Entrepreneurial activity is high, shown by the relatively high proportion of self-employed. Economic projections suggest a more positive economic outlook for the economic market area, which has the potential to drive demand in future. NuL has experienced positive annual job growth in recent years, driven by growth in service sectors, transport and storage, which has mitigated job losses in the manufacturing sector. NuL relies on people moving into the area to maintain its workforce. The SHMA indicates the need to attract higher-skilled employees by providing high value housing for higher income earners. The NP area is one of the few areas (alongside the popular aspirational area of Westlands, which has a more urban location) that provides such housing and is already home to proportionately larger numbers of people in managerial roles. For these reasons, we have given one up arrow, as there still appears to be demand for executive style housing, although this may not be as strong as in neighbouring areas.</p>

Factor	Source(s) (detailed in Chapter 3)	Possible impact on future housing need	Rationale for judgement
<b>House prices relative to surroundings</b>	SHMA, Rightmove, Follwells,		The SHMA, Rightmove data and observations from Follwells highlight the relatively higher house prices in the NP area, although there are other desirable and more accessible areas of high value housing in the nearby Westlands area. Although there remains relatively high demand for housing in this area, Follwells suggests that this demand might be tailing off due to living costs and may drop in the future, including as a result of actual or perceived blight related to the construction of High Speed 2 (HS2). For this reason, we have given this factor one up arrow.
<b>International and UK in-migration rate</b>	SHMA, Census		In-migration from other parts of the UK is a key driver of population growth in NuL, rather than the balance between births and deaths. There are proportionately less children and young people in the NP area than in the borough or nationally, and there has been a loss of children between the censuses, suggesting in-migration is likely to be the biggest contributor to population growth in the NP area. Although population has increased at a faster rate than at the local authority level, the rate of household growth is slower than at the local authority level. The rate of international in-migration into the NP area is very low, and the majority of immigrants have lived in the NP area longer than ten years. Overall, there appears to be no impact from this factor.
<b>Level of new supply in local housing market</b>	Dwellings completion data from NuL, Census, Follwells, JCSS		Census showed stronger delivery relative to the rest of the borough (2001-2011) and the Housing Market Area (HMA), although completions data from 2001-2015 shows there has been little growth since then. There are currently no new-build properties on the market in the NP area, with limited supply in the pipeline at Baldwins Gate. Follwells was of the opinion that demand is tailing off in the NP area, and would continue to do so over the next 15 year period. Construction of HS2 is also likely to constrain demand. Supply is constrained by the policy of restraint in the JCSS due to the open countryside and green belt location and small scale nature

Factor	Source(s) (detailed in Chapter 3)	Possible impact on future housing need	Rationale for judgement
			of the current settlements. Although demand may be dropping, supply remains significantly constrained. The vacancy rate in the NP area is around 3%, which is an appropriate level for a functioning market
<b>Local housing waiting list/need for affordable housing</b>	SHMA, NuL housing waiting list, JCSS, dwellings completion data, Census, Rural Community Profiles		There are only four households currently on the local affordable housing waiting list, suggesting demand for affordable housing is relatively low in the NP area. This is reflected in the low numbers of people claiming income benefits, although there are pockets of multiple deprivation in Chapel Hill and Chorlton where there is also a high percentage of pension credit claimants. The SHMA and NuL officers indicated that affordable housing needs in rural areas may be undercounted as lack of availability of stock discourages people from registering, more amenities and facilities are available in urban areas, and subsequently nearby urban areas accommodate these needs. The JCSS indicates need for affordable housing in rural areas is high, but does not seek to provide this in very rural areas where amenities are limited, such as in the majority of the NP area. Census data shows a much lower than average rate of shared occupation or social housing in the NP area. Very little if no social housing has been delivered locally in recent times but delivery of market homes has also been very low. It is thought that even a future increase in need should be met by the JCSS existing target of 25% affordable housing on schemes delivering 5 or more units.

Factor	Source(s) (detailed in Chapter 3)	Possible impact on future housing need	Rationale for judgement
<b>Overcrowding, including concealed families</b>	Census, Waiting List data		Household size is similar to the local authority, but under-crowding rather than over-crowding is increasing as a result of the ageing population. There were only eight concealed families at the time of the 2011 census, and housing waiting list data suggests there is just one concealed household currently <sup>2</sup> .

14. Table 20 contains in total 4 up arrows and 6 down arrows, indicating that the local market factors acting to increase demand for new housing over the local authority average are outweighed by those acting to reduce demand for housing.
15. It is notable from Figure 11 that the Chapel Hill and Chorlton, Maer and Aston and Whitmore Parishes future dwelling projections for the plan period of 2013-2033 comprise a relatively wide range, with a minimum of zero and maximum of 197. Despite a policy of zero-growth in the JCSS, the reality of housing delivery in the NP area has been very different, with the projection derived from a continuation of the dwelling completion rate between 2001-2011 providing a projection of 80 for the plan period, and that for the more recent 2011-2015 dwelling completion rate, a projection of 31. As such, it is difficult to attach significant weight to the JCSS intention of zero dwellings growth as a demand-side target (more suitable though it may be once supply-side factors are taken into account) - but clearly, demand in the area is significantly higher than zero.
16. Likely need looking forward may be even higher, if the projections derived from the OAN in the SHMA are taken into account. The latest SHMA suggests that the objectively assessed need for housing in the HMA is significantly higher than what is currently planned for in the JCSS, and delivery of housing at the lowest figure in the OAN range would require a 27% uplift in delivery across the HMA as a whole. However, this figure represents unconstrained need/demand and does not take into account supply side constraints such as availability of land, viability (a key issue in many parts of the HMA, although not in the NP area), environmental constraints; or policy constraints such as green belt and the presumption against development in the open countryside (which do apply in the NP area).
17. Given that all of the projections other than that derived from the adopted JCSS suggest a higher target than zero, it would seem prudent for the NP group to share these findings with NuLBC; to seek their guidance on what would be an appropriate figure or range to take forward into the NP once supply-side as well as demand-side factors are taken into account.
18. Whilst the NP is required to be in strategic conformity with the adopted development plan, the evidence we have gathered suggests that the need for housing in the NP area over the plan period is likely to be more than zero. This possibility is acknowledged in the Housing Technical paper, prepared to support the strategic issues consultation on the emerging JLP earlier this

<sup>2</sup> A concealed household is one that wants to form its own household, but is unable to afford to do so, and is thus likely to be living with friends or family. A concealed household could be any size, including just one person. A concealed family is a concealed household of two or more people living together who would like to form their own household.

year. Therefore it is our strong recommendation that the group seek guidance and agreement with the Local Planning Authority on the appropriate way forward.

19. It is our evidenced conclusion that, taking into account that the factors acting constraining demand and the factors increasing demand (as set out in Table 20 above) tip in favour of lowering demand in Chapel Hill and Chorlton, Maer and Aston and Whitmore Parishes that the level of unconstrained need will lie somewhere below the midpoint of the projections, with an appropriate range considered to be between 50 and 100 dwellings for the period 2013-2033.
20. Whilst this range appears significantly higher than zero, the approach of providing a target of zero is reflective of the supply-side constraints. As this analysis illustrates, for settlements within the Green Belt, the result is a significant disparity between supply and demand. Therefore, we strongly recommend that the NP Group undertake further work to identify supply side constraints, including availability of suitable sites, to inform further development of housing policy in the NP.
21. It should also be noted that any net new dwellings completed or with outstanding permission in the NP area since the start of the plan period (taken as 1<sup>st</sup> January 2013) would count towards any future identified target, meaning the outstanding number of dwellings required decreases accordingly.

## Characteristics of Housing Needed

22. Table 21 summarises the data we have gathered with a potential impact on the characteristics of the housing needed in the neighbourhood. Factors are in alphabetical but no other order.

**Table 21: Summary of local factors specific to Chapel and Hill Chorlton, Maer and Aston, Whitmore Parishes with a potential impact on housing characteristics**

Factor	Source(s) (see Chapter 3)	Data uncovered	Conclusion for neighbourhood plan housing policy
<b>Tenure of Housing</b>	SHMA, JCSS, Census, Zoopla, NuL Housing Waiting List data	There are very low levels of affordable housing in the NP area at present. Local (market) housing is relatively expensive compared to the rest of the borough, and the SHMA data indicates that only 45.3% of households in the wider Rural South sub-area could afford to purchase an entry level 2-bedroom home, but 65.6% could afford to privately rent a 2-bedroom dwelling; meaning the (limited but growing) private rental market in the sub-area plays a role for those not needing to be in social housing. This reflects trends in growth in private renting in the NP area (although this has not been as high as growth rates experienced at the borough or national level, nevertheless, there is a slightly higher percentage of people privately renting in the NP area than in the borough) (although overall numbers are low).	<p>Despite the low level of affordable housing need, we recommend the Parishes work closely with NuLBC to ensure local affordable need is met.</p> <p>The majority of homes in the affordable tenure should be, on the basis of the current waiting list, smaller units (mainly 1-2 bedrooms).</p> <p>Otherwise, it can be assumed that most new homes provided will be for owner-occupation or for private rental.</p> <p>Evidence does not support an affordable housing target over and above the existing JCSS target.</p>

Factor	Source(s) (see Chapter 3)	Data uncovered	Conclusion for neighbourhood plan housing policy
		<p>The current housing waiting list data suggests that most of the current affordable need in the NP area is for socially-rented 1-2 bedroom units, meaning flats or apartments would be the most efficient means of meeting this need – although such units would need to be sensitively designed to fit the local context.</p> <p>Owner-occupation is very much the predominant tenure and has grown strongly. This will continue to be the majority tenure in the future.</p>	
<b>Demand/need for smaller dwellings</b>	SHMA; Follwells, Census, Zoopla, Rural Community Profiles	<p>The strongest growth in dwelling provision has been in larger properties (6-8 rooms), with a significant drop in smaller dwellings. Demand for smaller dwellings/starter homes is limited by 15-29 year olds moving away, a trend in the census data which Follwells sees continuing, due to the limited amenities available in the area. He also notes that smaller dwellings such as bungalows are in lesser demand in the NP area, again due to the limited amenities available, and the need to drive to access such facilities. However the relatively high levels of fuel poverty in some parts of the NP area suggest some of the older, larger housing may not be fit for purpose for older occupants, and thus there may be some demand in the future from older people looking to downsize, alongside high house prices, potential buy-to-let investors and so on; stimulating future demand for smaller detached properties, whether these be lifetime homes or bungalows.</p>	<p>Support, encourage and/or require the development of a limited proportion of smaller (1-2 bedroom) dwellings to meet the needs of older (but still independent) people looking to downsize but remain in a rural location; younger families (if the aspirations of the NP are to attract and retain young families); and those in local agricultural/forestry jobs.</p> <p>Policy could, in combination with evidence from the supply side, indicate locations where smaller housing would be suitable.</p> <p>Smaller dwellings most likely to be in demand would be houses rather than flats, and could be detached or semi-detached, depending on the local context.</p> <p>Lifetime homes should be encouraged.</p>

Factor	Source(s) (see Chapter 3)	Data uncovered	Conclusion for neighbourhood plan housing policy
		<p>Census data shows that single person households make up a much smaller percentage of all households in the NP area than nationally or in the borough, and that there has been just a very small increase in single person households between the censuses, again, much lower than the rates of growth at the borough or national level. The decrease in families with small children (who are likely to require smaller housing) between the censuses has been significant. Both these factors suggest there is less demand for smaller dwellings, or, alternatively, that such households are being priced out of the NP area.</p>	

Factor	Source(s) (see Chapter 3)	Data uncovered	Conclusion for neighbourhood plan housing policy
<b>Demographic change</b>	SHMA; Census	The population in the NP area is ageing considerably, and there are high levels of retirees, or people likely to reach retirement within the NP plan period. There are low numbers of students and data from the SHMA suggests the needs of Black and Minority Ethnic (BME), student or gypsy/traveller households are less relevant for the NP area. The number of young children in the NP area has dropped slightly and the number of people of an age likely to be wanting to form their own household (25-44) has dropped significantly, far more than at the borough or national level.	<p>The Neighbourhood plan does not require specific policy covering the needs of BME, student or gypsy/traveller households.</p> <p>However, the plan should reference evidence of the rapidly ageing population and include appropriate policy responses, including support for/encouragement of downsizing through the provision of a proportion of smaller dwellings and lifetime homes. The NP area is unlikely to be an appropriate location for more specialist types of older persons housing, due to the limited accessibility to amenities and facilities in most parts of the NP area. As such, need for specialist housing for older people, such as care homes, that arises from the NP area would be better met in more urban, accessible locations (see also recommendation below)</p> <p>If the NP aspiration is to increase the number of young people and young families, then provision of some smaller homes (which could be Starter Homes but not necessarily), such as for those who work in the NP area, would be appropriate.</p>
<b>Dwelling type</b>	SHMA, Follwells, Zoopla, Census	In the NP area, detached and semi-detached homes predominate, with limited numbers of terraces and very low numbers of flats. Detached and semi-detached properties are in most demand, but all housing types command a premium in this area. Bungalows are in lesser demand in the NP area due to the limited local amenities.	<p>The vast majority of new homes to be provided, including the smaller as well as the larger units, should be detached or semi-detached. However, for affordable units, there is a current demand for 1-2 bedroom units, which could be provided through, for example, a small flatted development/conversion.</p> <p>There is little demand for terraced housing or flats within the NP area and the provision of more detached and semi-detached houses is more in line with the local context.</p> <p>A policy supporting downsizing would help free up existing (under-</p>

Factor	Source(s) (see Chapter 3)	Data uncovered	Conclusion for neighbourhood plan housing policy
			occupied) detached or semi-detached family-sized dwellings for incoming families.
Family sized housing	SHMA, Census, Follwells	<p>The current housing stock is larger than average; however, there has been an overall loss of families with young children in the NP area, suggesting that families whose children have grown up and left home have continued to live in larger family homes. Follwells suggested that demand for large detached homes remains strong, although not as strong as in the past.</p> <p>The NP area is home to large numbers of people in managerial roles and higher than average numbers of self-employed, or people working from home. It is also home to a larger than average proportion of people of working age who are at the later stage of working life and nearing or entering retirement during the plan period (and thus likely to be on higher incomes).</p> <p>As such, these people value homes with one or more extra rooms/bedrooms to use as an office, and this ensures demand for larger homes remains strong.</p> <p>The SHMA also documents the need for higher value housing to encourage higher income and highly skilled workers – the NP area appears to be one of the few places in the HMA that is meeting this need.</p>	<p>Despite a clear need to support the provision of smaller dwellings, there remains a clear demand for family-sized dwellings, and these should also be encouraged.</p> <p>However, encouraging downsizing through the provision of smaller units for older people may free up some existing stock, so monitoring is extremely important to avoid an over-supply of this type of housing.</p> <p>Alongside smaller homes for retired, older and single person households, a proportion of larger homes is still likely required to meet the needs of families moving into the area and those who work from home.</p> <p>These homes should be at least three bedrooms in size, with the majority providing four bedrooms or more. Given their size and the local development context, it is likely that these homes would be detached or semi-detached rather than terraced.</p>

Factor	Source(s) (see Chapter 3)	Data uncovered	Conclusion for neighbourhood plan housing policy
Housing for older people	SHMA, Follwells, Census	It is likely that (given the demographics of the population in the NP area) there will be future demand for smaller detached homes across the NP area as older people who remain fit and independent choose to stay in their own homes and neighbourhoods for longer. Follwells notes that the demand for bungalows is lower than in more urban locations, as older people wanting to live in such housing prefer to live in less isolated locations.	<p>The relatively isolated and rural nature of the NP area suggests that specialist housing for the most elderly population should be provided elsewhere, in more accessible locations, within walking distance of services and facilities.</p> <p>However, there still appears to be evidence for providing a proportion of smaller homes for the recently retired and/or over-55s to downsize into locally, specifically for independent living. These could include smaller detached homes and bungalows.</p>

## Recommendations for next steps

23. This neighbourhood plan housing needs advice has aimed to provide Chapel and Hill Chorlton, Maer and Aston and Whitmore Parishes with evidence on housing trends from a range of sources. We recommend that the Parish Councils should, as a next step, discuss the contents and conclusions with NuLBC with a view to agreeing and formulating draft housing policies, in particular the appropriate approach to take to identifying the level of need for new housing in the NP area, taking the following into account during the process:
- the contents of this report, including but not limited to **Table 20 and 21**;
  - Neighbourhood Planning Basic Condition E, which is the need for the neighbourhood plan to be in general conformity with the adopted strategic development plan (the Adopted 2009 JCSS for Stoke-on-Trent and NuL);
  - the types (detached, semi-detached, terraced etc.) and sizes (1 bedroom, 2 bedroom etc.) of recent and existing dwelling commitments (i.e. post 1<sup>st</sup> January 2013), and cross-referencing the findings of this assessment with **Table 21**, as what has already been provided will have an impact on the types and sizes of the remaining homes to be provided over the rest of the plan period;
  - the views of NuLBC – in particular in relation to the housing need figure that should be adopted;
  - the views of local residents;
  - the views of other relevant local stakeholders, including housing developers; and
  - the numerous supply-side considerations, including local environmental constraints, the location and characteristics of suitable land, and any capacity work carried out by the NuLBC, including but not limited to the SHLAA.
24. Recent changes to the planning system, forthcoming changes to the NPPF, as well as the implementation of the Housing and Planning Act, will continue to affect housing policies at a local authority and, by extension, a neighbourhood level.
25. This advice note has been provided in good faith by AECOM consultants on the basis of housing data and national guidance current at the time of writing (alongside other relevant and available information).
26. Bearing this in mind, we recommend that the steering group should monitor carefully strategies and documents with an impact on housing policy produced by the Borough Council or any other relevant body and review the neighbourhood plan accordingly to ensure that general conformity is maintained.
27. Most obviously, this includes monitoring the status of the emerging JLP for Stoke-on-Trent and NuL.
28. At the same time, monitoring ongoing demographic or other trends in the factors summarised in Tables 20 and 21 would be particularly valuable.