

Newhall Parish NEIGHBOURHOOD PLAN 2010-2030



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Foreword

This Plan has been produced by the Newhall Neighbourhood Plan Group on behalf of Newhall Parish Council. The plan has been created after several months of study, research and consultation with the local community across Newhall parish and with guidance from Cheshire East Council.

It is important that I, on behalf of the Parish Council, thank every member of the Planning Group for their hard work, care and attention to Parish and Community best value. All members past and present deserve our most sincere thanks for contributing their time to the creation of OUR Neighbourhood Plan.

Support from you, our Parish Community, has also been superb. Thank you for your responses to surveys, attendance at meetings and overall interest in the future wellbeing of Newhall Parish. Your input made through open days, interest group meetings and surveys confirms that this Plan reflects the views of you all - our community.

A strong message emerging from the consultation process was that the local people are proud of the character reflected across the Parish and Villages of Newhall and have a very strong desire to retain this character, avoiding excessive over development.

This was key to developing the plan's vision. The aims and views of the community have been used to create this vision and are detailed in this plan. I strongly believe that this plan is robust and when formally adopted will provide the necessary guidance for Newhall until 2030.

A full copy of the plan and other supporting documents are on the Newhall Community website <https://www.newhallcommunity.com>

This plan is fully compliant with national standards and:

- has appropriate regard to national planning policy;
- contributes to sustainable development;
- conforms with strategic policies in the development plan for the local area;
- is compatible with EU obligations and human rights requirements.

In addition to its value as a statutory document used in planning-decision making, the Newhall Neighbourhood Plan will also help the Parish Council decide priorities for the parish and give guidance when making decisions on behalf of the parish.

Richard Hibbert

Richard Hibbert
Chair of the Newhall Neighbourhood Plan Steering Group

1. Scope of the Plan

The Neighbourhood Area was designated in February 2017 and covers the Parish of Newhall. The designated Neighbourhood Area is shown in Figure A. Once adopted, the Neighbourhood Plan period will be effective until 2030.

The Newhall Neighbourhood Plan sets out a series of policies. Once the Neighbourhood Plan has been 'made', the policies will be used by the Parish Council to help guide development, and will also become part of the statutory planning framework. Cheshire East Council will use the policies to help determine planning applications in Newhall Parish.

Newhall Neighbourhood Plan must be in general conformity with the adopted local plan. In 2017 Cheshire East adopted the first part of a new Local Plan which sets out the strategic planning framework for the Borough to 2030. The Local Plan is being prepared in two stages with the part two plan, the Site Allocations and Development Policies Document (SADPD) currently being prepared. A first draft of the SADPD was published for consultation in Autumn 2018. This document establishes a development framework for the Local Service Centres and Other Settlements and Rural Areas (where Newhall is located), in addition to detailed development management policies. The draft SADPD has designated Aston (which falls within Newhall Parish) as an 'infill village'. This, and the rest of the Parish, are classed as being within open countryside.

Over recent years, the Parish has seen a significant increase in house building. In 2001 Newhall contained 292 residential properties, by 2011 this had increased to 325. Since 2011 there have been 45 new properties built, with 84 more granted planning permission but not yet completed, bringing the total to 454, a 40% increase since 2011. Unfortunately, the Parish has not seen sufficient improvements in infrastructure to help cope with this steep increase in houses and population.

The Neighbourhood Plan covers issues that are important to the community, adding detail to Cheshire East policies and national guidance. It reflects the clear wishes of the community that any new development is small scale, appropriate and sustainable for a rural parish in open countryside. Policies also cover traffic and transport, as concerns have been repeatedly raised regarding both the volume and size of vehicles using roads in the parish which have minimal safe pedestrian facilities. The importance of the local rural economy to ensuring a sustainable community has also been recognised, as has the need for improved community facilities and infrastructure.

The creation of the Neighbourhood Plan has enabled local people to contribute towards determining how land in the parish should be used in the future in a way which benefits the whole community. The Plan will seek to ensure that any new development is coordinated and appropriate to Newhall. The Neighbourhood Plan provides a vision for the future of the parish and a set of objectives and policies to support this vision from now until 2030.

Figure A – Newhall Designated Area

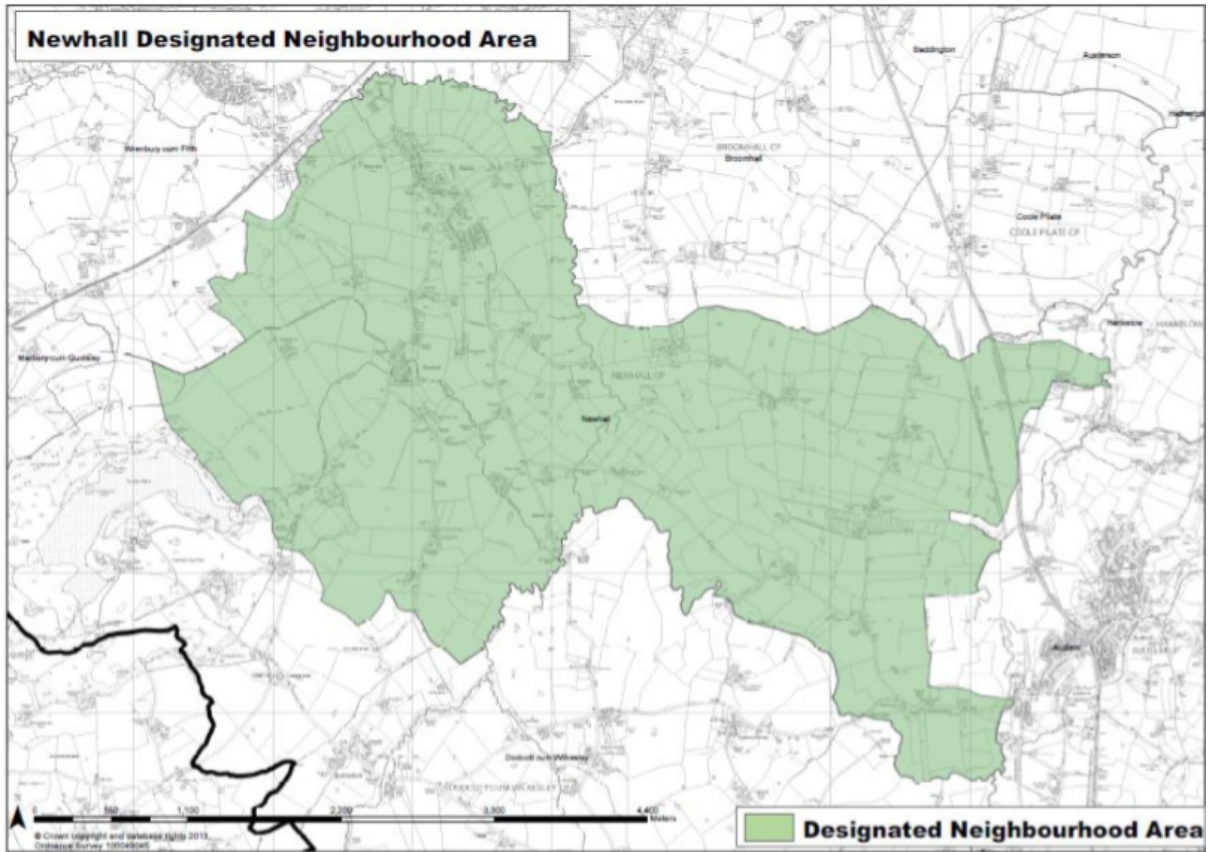
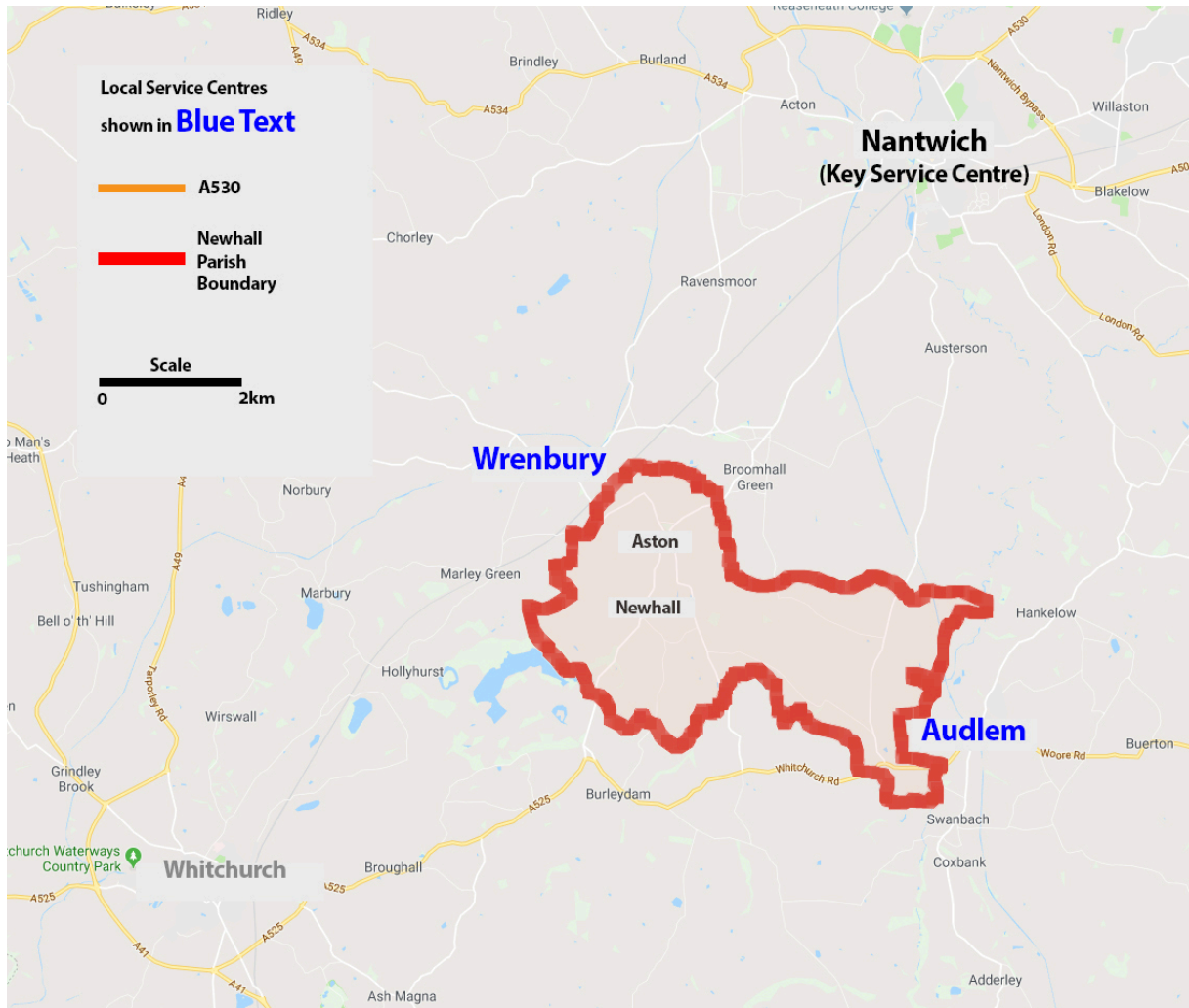


Figure B – Newhall Parish Location and Surrounding Area



2. The Character and History of Newhall

Character

Newhall is a rural parish with a long history of agriculture, being located in open, relatively flat Cheshire countryside which lends itself well to farming. It borders its two nearest designated local service centres: Wrenbury to the North West and Audlem to the South East, and there are two towns both roughly six miles away: Nantwich to the North East and Whitchurch, Shropshire to the South West. (Figure B)

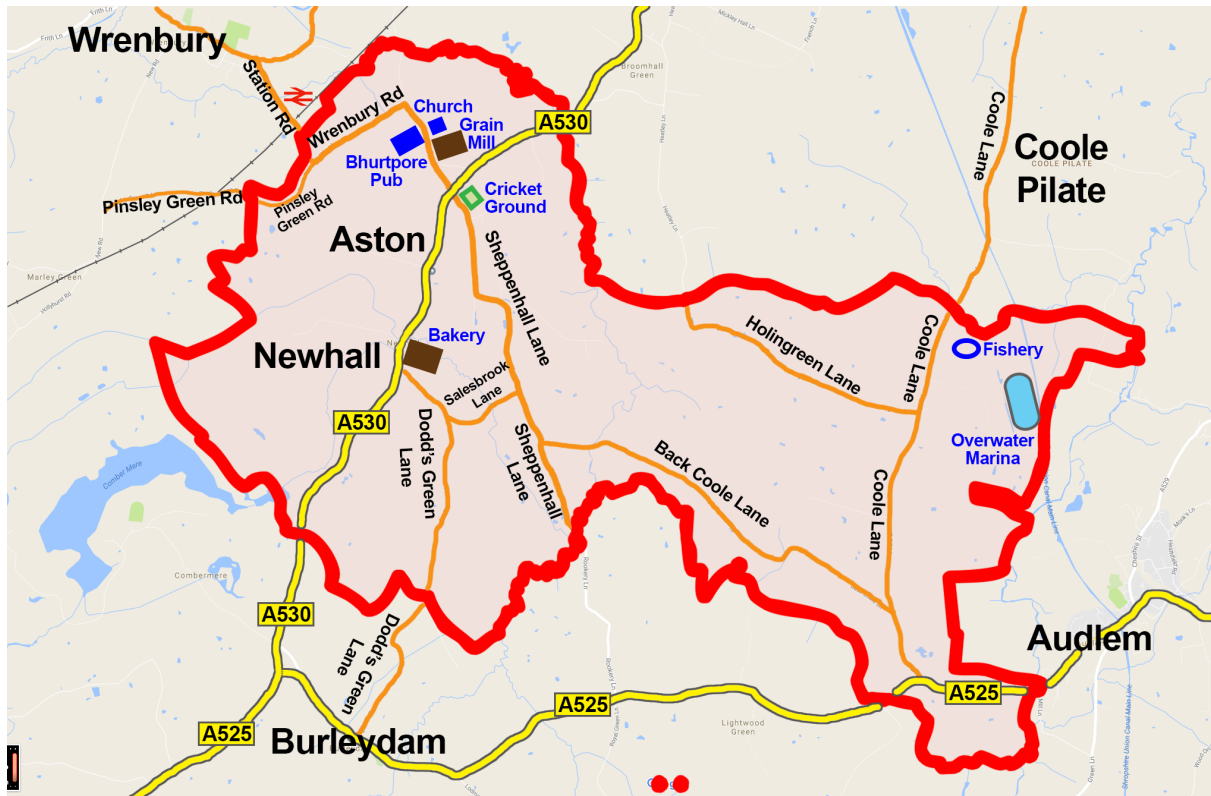
The majority of the parish population is located in the villages of Aston and Newhall with much of the remaining population sparsely spread across the remainder of the parish. Many of the historical features of the parish are in Aston village, a substantial part of which sits within a conservation area established in 1973.

The broader area of the parish is served by rural country lanes typical of the region, often very narrow and winding with subsequent limited traffic capacity. In contrast, the parish is crossed by a major road – the A530 – which runs through the population centres of Aston and Newhall, carrying a high volume of heavy traffic between England and North Wales.

The parish plays an important part in the network of footpaths and cycle routes through the county, with sections of the Cheshire Cycleway, South Cheshire Way long-distance footpath and Shropshire Union Canal all running through the parish. There are no rail facilities within the parish although the Welsh Marches railway line passes just a few metres outside its North West corner.

The agricultural nature of Newhall parish has led to the typical landscape of enlarged fields of improved pasture interspersed with ancient hedgerows, oak trees and ponds. Cheshire agriculture is dominated by dairy farming having the highest density of dairy cows of any county. In addition to active farms, Newhall parish has two significant large commercial organisations within it: H J Lea Oakes, a large grain mill in the village of Aston, and Bakkavor Bread, a large food manufacturing plant located in Newhall village.

Figure C – Key Features of Newhall Parish



There are a very limited number of recreational services available within the Parish: St Andrew's Methodist Church, Aston Cricket Club and the Bhurtpore Inn pub all located in Aston, with Overwater Marina/Café and Coole Acres Fishery close to the Eastern tip of the parish boundary. All other recreational facilities and services are further afield in the neighbouring settlements of Wrenbury and Audlem, and over 5 miles away in the towns of Whitchurch and Nantwich. (Figure B)

Architectural features of interest in the parish include the red-brick St Andrew's Methodist Church (1866), which has an associated Grade II listed lychgate and war memorial dating from around 1919, leading to a small cemetery. Aston House Farm is a Grade II listed, black-and-white timber farmhouse, dating from 1662. The village also has a Grade II listed red telephone box, an example of the 1935 K6 style designed by Sir Giles Gilbert Scott.

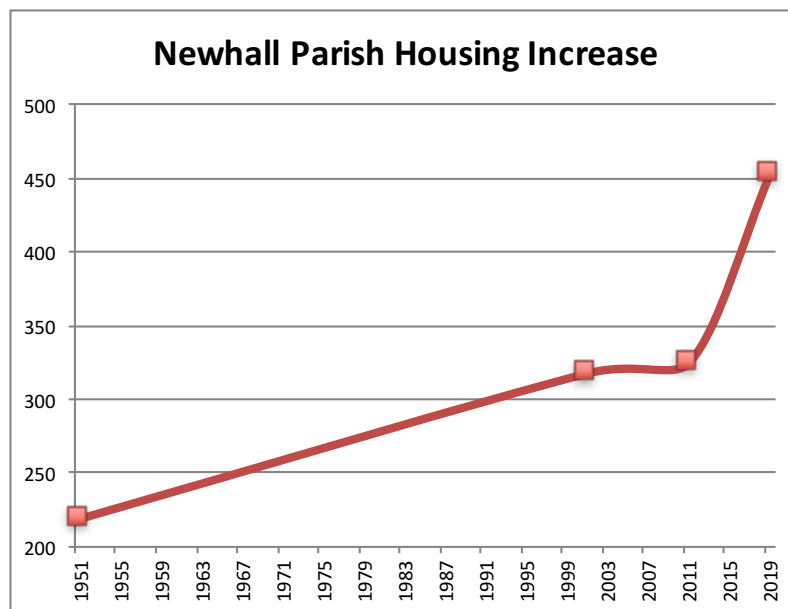
Many of these architectural and historical features are contained within Aston conservation area which was designated in 1973 and reviewed and updated in 1998 and 2008. The conservation area runs through the heart of Aston village to the North West broadly following Wrenbury Road.

History

Because of its position and its lack of rare natural resources South Cheshire had been a rural backwater for thousands of years. Over time the farms have aggregated, so there are fewer of them but they have become bigger. This, to a certain extent, is reflected in the census figures for the area over the last two centuries.

The population of the Parish in 1801 was 819, and by 1851 it had risen to 891. However, in the latter half of the 19th century the population of the Parish started to dwindle as a result of the effects of the industrial and agricultural revolutions, which drew families away from working on the land. By 1881 the population of the Parish had dropped to just 712, although the local workforce was still heavily reliant on farming for jobs. By 1911, however, the population had recovered somewhat and 764 people are recorded as living in the 170 houses of the Parish.

Figure D – Newhall Parish Housing Increase



The impact of the First World War coupled with the depression of the 1920s was severe, and by 1931 the Parish population had fallen to just 645. Since then there has been an accelerating recovery in both population and housing: by 1951 the total population of the Parish was up to 720 and housing had increased to 219 houses, and by 2011 the population had increased again to 776 living in 325 houses. The high volume of housebuilding in recent years means that the parish population will reach 1,073 in 454 houses (based on planning applications which were built or approved before March 2019), representing a 40% increase in houses since 2011.

The parish was served by the Crewe and Nantwich Borough Council until its abolition in 2009, since then it has been under the jurisdiction of Cheshire East Council. In 2019 it is part of the Eddisbury Constituency.

Figure E – Features of Newhall Parish

The Bhurtpore Inn (village phone box and grain mill also shown)



St Andrew's Methodist Church



Aston House Farm (Grade II listed)



Overwater Marina



3. Newhall Parish Statistical Information

Population

Headcount 2001	669
Headcount 2011	776
Headcount by end of 2019 (est.)	1,073
Mean average age of population 2011	42.3
Children aged 17 and below 2011	165
People aged 65 and above 2011	144

Housing

No of houses 2001	292
No of houses 2011	325
No of houses built since 2011	45
No of houses with planning permission	84
Average no of occupants per household 2011	2.4

Travel

No of people taking car to work 2011	274
No of people driving 10km+ to work 2011	171
No of people taking train to work 2011	8
No of people taking bus to work 2011	3
Average number of cars per household 2011	1.92
No of houses without any cars/vans 2011	15

Economic Activity

Total residents 16-74 (2011)	575
Economically active (i.e., in work) (including 115 self-employed)	391
Economically inactive (110 are retired and 26 are students)	184

Most Common Means of Employment for Economically Active Newhall Residents 2011 (%)

Wholesale & retail	13.3
Health & social work	10.1
Manufacturing	11.4
Education	8.8
Professional, scientific & technical	10.9
Agriculture, forestry, etc.	8.0

4. Consultation

This Plan reflects the needs, concerns and aspirations of the people of the Parish of Newhall and takes into account the anticipated future growth of the parish which will have an impact on the community.

Throughout the process, the neighbourhood planning committee has engaged in extensive consultations with the community, using a variety of methods in order to gain as many views as possible.

The activities have included -

- Creation of a steering committee
- Creation of a community website from the outset of the Neighbourhood Plan process
- Extensive use of email and social media channels for all significant elements and milestones for the Neighbourhood Plan
- Survey of all households in the parish, with a very high response level: 247 responses returned from a total of 369 households in the Parish.
- Open meeting to which all residents were invited – community communication included invitation cards posted to all properties in the parish and strategically located publicity banners
- Survey of all businesses and services
- All Neighbourhood Plan documents made available on the Newhall Community website <https://www.newhallcommunity.com/documents>
- Full draft plan published on website and promoted via established publicity channels
- Online and face-to-face consultations to seek input to and feedback on the draft Neighbourhood Plan

A survey was hand delivered to every household in the designated area in summer 2017, and was collected in person during August and September. The survey was used as the basis to develop the Neighbourhood Plan and its policies, and the full survey and analysis of results can be seen at <https://www.newhallcommunity.com>

The survey was split into sections covering issues such as housing development; infrastructure; leisure facilities and amenities; transport; businesses; general comments and demographics.

247 responses were received, from a total of 369 households, an excellent response rate giving a true representation of the views of the parish community. A summary of the responses and further information regarding the Neighbourhood Plan were presented at a public meeting held in December 2017 at which over 90 residents attended.

The key messages from the survey included:

- The majority of responses (62%) favoured small scale housing development, either on individual plots or plots of less than ten houses. 16% of respondents felt that no further development was needed.
- The need for safer pavements, footpaths and cycle routes was a recurring theme across many respondents.
- Sewerage, drainage, electricity supply, mobile phone coverage and broadband were all seen by the majority of residents as being of poor service.
- Most residents were either unhappy or very unhappy at the quality of roads and pavements.
- Residents noted that they had to go elsewhere for facilities such as supermarkets, medical facilities, leisure and sports facilities, schools and restaurants – often several miles. (see Figures B and C)
- A village shop followed by a children’s play area were the most requested additional facilities for the parish.
- Only 4% of residents used the train on a weekly basis, and 93% of respondents rarely or never use the bus.
- There was firm resistance to business development resulting in increased HGV usage, whilst appropriate small businesses were encouraged.

These key messages are detailed in the relevant policy sections later in this document.

A full report on consultation is available as a separate ‘Consultation Statement’ which accompanies the Neighbourhood Plan and can be viewed at <https://www.cheshireeast.gov.uk/planning/neighbourhood-plans/neighbourhood-plans-n-z/newhall-neighbourhood-plan.aspx>

The Newhall Neighbourhood Plan was submitted to the list of statutory and other bodies provided by Cheshire East Council as required under Regulation 14, Town and Country Planning, England Neighbourhood Planning Regulations (General) 2012, and comments received were considered and appropriate amendments to the Neighbourhood Plan were made.

5. Vision and Objectives

Newhall is a picturesque, rural community in open countryside within South Cheshire. The community, via their Neighbourhood Plan, wishes to maintain the rural and attractive features of both the parish and villages including their open views and ensure the appropriateness of future developments in terms of scale, layout, architectural design and landscape.

At the same time the importance of developing services to support the growing population, finding the mechanisms to invest in facilities that enable the community to fully utilise the unique surroundings whilst supporting the economic, social and employment benefits along with local industry is recognised at all times within this plan.

The vision and objectives are based on the key issues raised by local people during the initial stages of the consultation process. They have been summarised and refined by the Steering Group to form the basis of the Neighbourhood Plan.

Vision

Newhall will be a thriving Parish with a strong sense of community, providing sustainable and proportionate housing and business opportunities, as well as adequate and accessible leisure and infrastructure development.

All future development will support and enhance Newhall's rural character in the open countryside, and there will be sufficient appropriate pedestrian and transport routes to enable safe movement both within the Parish and to local service centres.

Objectives

The following objectives have been identified, and the policies of the Neighbourhood Plan seek to deliver these objectives and to support the development of Newhall as a thriving community;

- to deliver a realistic volume of sustainable housing development over the plan period while retaining the rural character of the area;
- to ensure that development is well designed and appropriate;
- to retain and enhance the rural character of Newhall, protecting our open countryside, green spaces and green views;
- to protect and foster Newhall's natural environment and indigenous wildlife;
- to protect and enhance Newhall's heritage assets;
- to support and enhance the local rural economy;
- to reduce the need for travel by car and encourage safe and sustainable forms of transport;
- to improve services and facilities and ensure that infrastructure meets the needs of the residents.

6. Housing Policy

The Newhall Neighbourhood Plan has the following objectives –

- To deliver a realistic volume of sustainable housing development over the plan period while retaining the rural character of the area
- To ensure that development is well designed and appropriate

POLICY HOU1 – NEW HOUSING

Proposals for new housing development will be viewed in the context of the requirements for 'Other Settlements and Rural Areas' (OSRA) in the Cheshire East Local Plan Strategy for the plan period.

Limited infill housing development will be supported within the Aston village infill boundary (see Figure F) as defined in the draft Local Plan Site Allocations and Development Policies Document (SADPD) policy PG10.

Developments within the infill boundary will typically be no larger than one or two homes in line with the Cheshire East Local Plan Strategy policy PG6.

The whole Parish is designated as open countryside and new housing development will be strictly controlled in line with local and national policies.

Proposals for agricultural workers houses, or residential properties which support a rural business, must be well related to existing buildings and not have an adverse impact on the openness of the landscape.

The conversions of farm buildings to residential properties must ensure that any important characteristics and features of the original buildings are retained, that the urbanisation of the development is kept to a minimum, and that the development is kept to the footprint of the original buildings as far as possible.

- 6.1 Newhall is a rural parish in the open countryside, and is classified as part of Cheshire East's 'Other Settlements and Rural Areas' (OSRA). The Neighbourhood Plan policies have been drawn up to be in conformity with the policies of the emerging SADPD so that Newhall is aligned with Cheshire East's strategic policy direction.
- 6.2 Policy PG10 of the SADPD has designated Aston (which lies within Newhall parish) as an 'infill village', whilst the remainder of the parish is defined as 'open countryside' (Figure F). The Neighbourhood Plan welcomes these designations which are consistent with the rural nature of the parish and the strong feelings of residents expressed via the Neighbourhood Plan survey.

- 6.3 The Cheshire East Local Plan Strategy includes a Full Objectively Assessed Needs figure of 36,000 homes to be delivered during the Plan period, 2010-2030. Including the 10% flexibility factor to allow further development, this equates to a total of 39,600 homes. 2,950 new homes are attributed to OSRA, to which Newhall Parish belongs. Adding the 14.5% OSRA flexibility factor to this figure equates to a maximum requirement for 3,378 new homes over the plan period.
Cheshire East census data shows there were 21,600 homes in OSRA in 2011, one year after the current plan period began.
The 3,378 new homes needed equates to an increase in housing stock of 15.6% in OSRA between 2011 and 2030.
- 6.4 Over recent years, prior to the adoption of the Local Plan and publication of the draft SADPD, when Cheshire East Council could not demonstrate a five year housing supply, the Parish has seen a substantial increase in house building (Figure D). In 2011 Newhall parish contained 325 homes. Since 2011 there have been 45 new houses built, with 84 more granted planning permission but not yet completed. This represents a 40% increase in the Parish housing stock to date, set against a requirement of 15.6% for the whole plan period.
The effects of these developments have been to create urbanised blocks of houses with massing out of character with the rural nature of their surroundings. This is clearly illustrated in Figure G which shows the population centre at Aston crossroads, where housing stock has been increased by 95% since 2010. Cheshire East Council has informed Newhall Parish Council that given the growth already accommodated by the village of Aston there is no requirement for further development within the Plan period.
- 6.5 Despite the significant growth in housing in Aston as described above, the Parish has not seen any additional facilities or improvements to existing infrastructure to help cope with the resultant increase in population, and there is a strong representation among the local community that the relatively large, high density new developments are out of keeping with the local character and are not sustainable. When consulted the local community expressed their strong opposition to anything other than small housing developments in the Parish. 80% of responses supported only developments of less than 10 houses, with 65% of those responses favouring only individual houses/garden infill developments.
- 6.6 Limiting new housing development as described in policy HOU1 will ensure that new developments are low density and geographically spread around the Parish so the resulting strain on the limited infrastructure is minimised and the rural character is retained and enhanced.

Figure F – Aston Infill Village Boundary

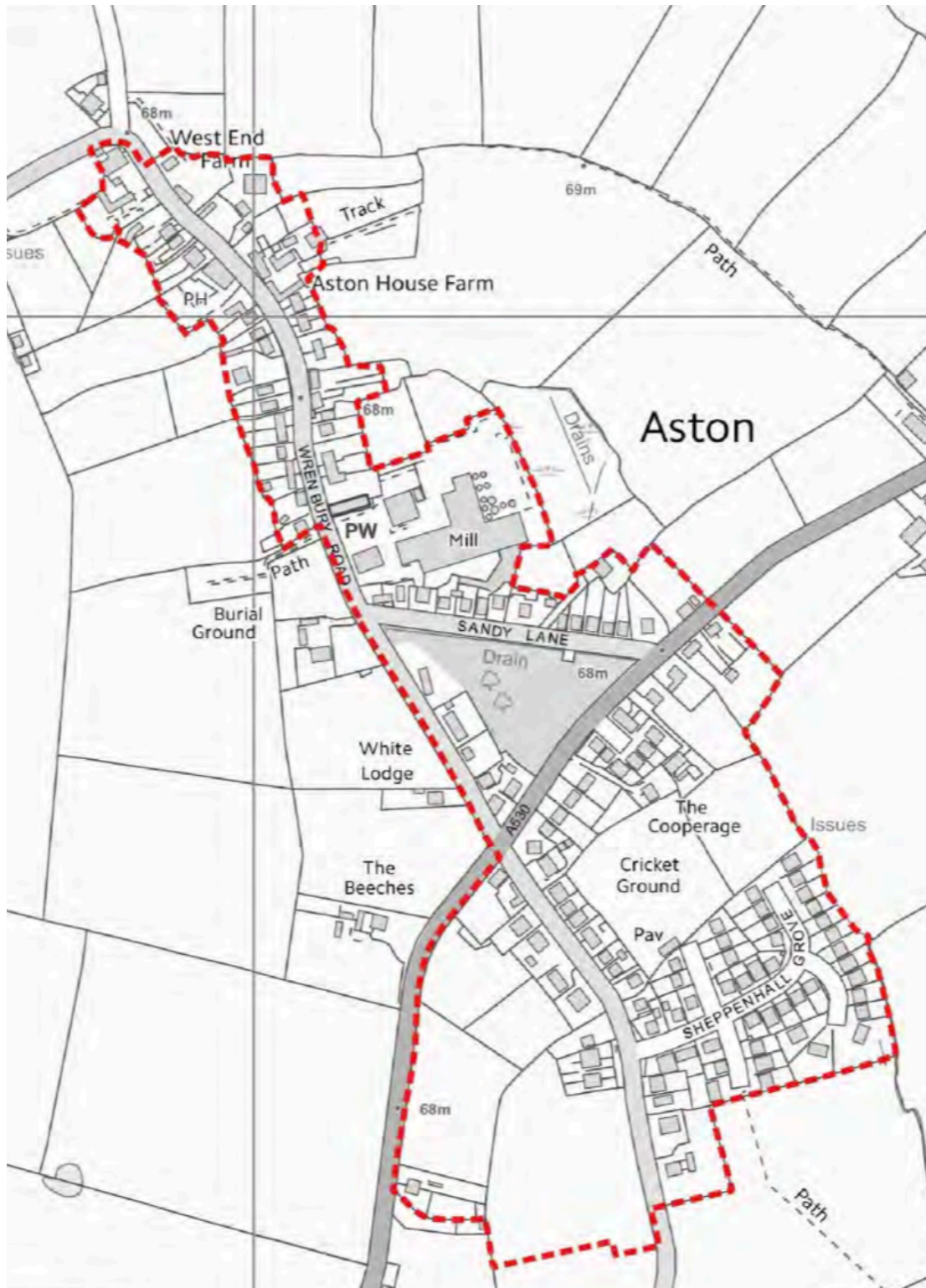
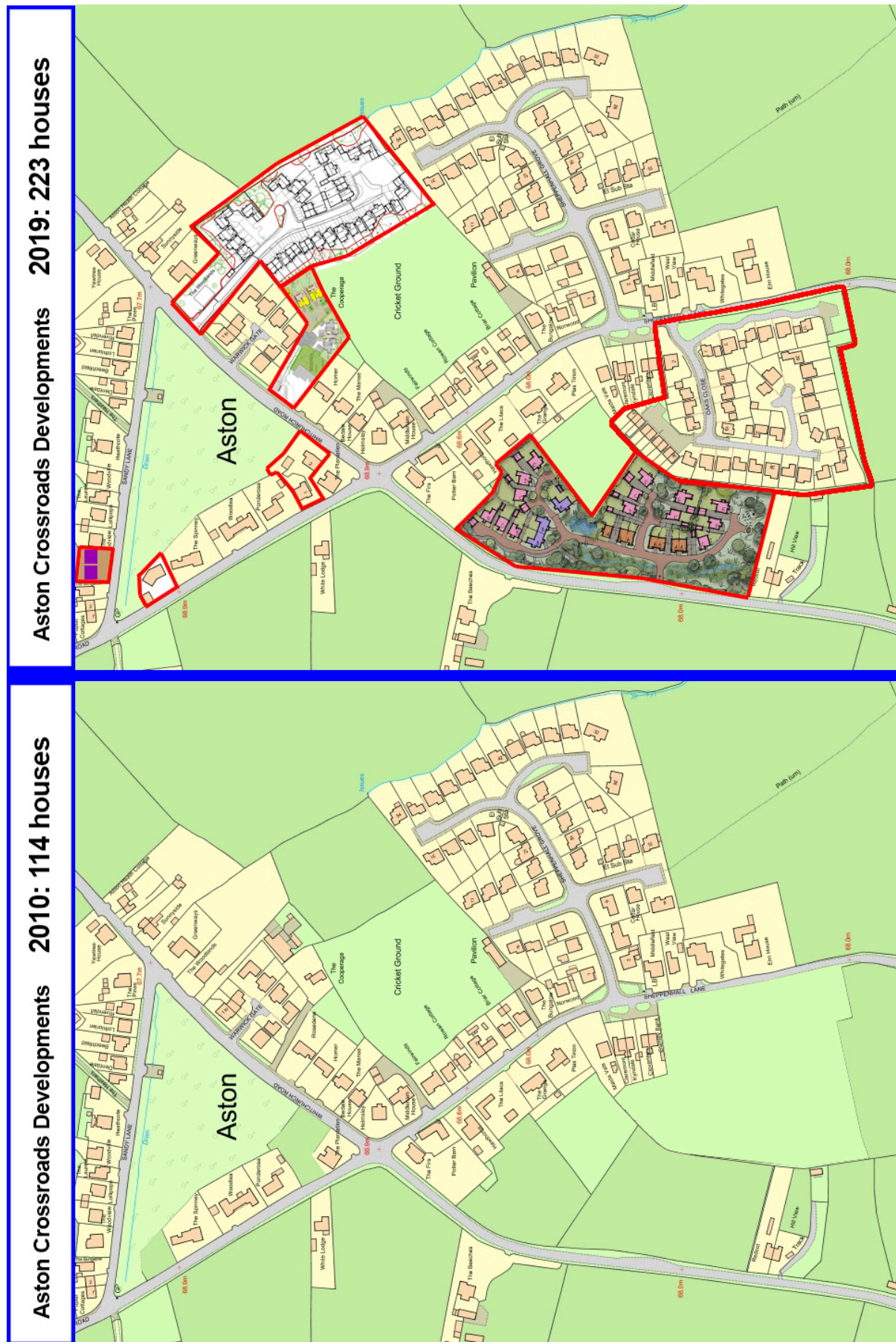


Figure G – Main Developments at Aston Crossroads 2010 to 2019
 (2019 map shows developments already built or approved at April 2019)



7. Landscape Character and Design Policies

The Newhall Neighbourhood Plan has the following objectives –

- To retain and enhance the rural character of Newhall, protecting our open countryside, green spaces and green views
- To ensure that development is well designed and appropriate

POLICY LC1 – CHARACTER AND DESIGN

To ensure that buildings, characteristic features and materials are representative of the settlement character of Newhall parish, the design and layout of new developments should demonstrate consideration of the Cheshire East Design Guide (2016) or any updated version. New development will be encouraged, where appropriate and viable, to:

- a. Complement the size, height, scale, mass, rural skyline, materials, layout, access and density of existing development within the immediate area
- b. Respond positively to the local character of its immediate environment
- c. Be positioned such that it does not prejudice the amenity of future occupiers or the occupiers of adjacent property by reason of overshadowing, overlooking, visual intrusion, noise and disturbance, odour, or in any other way
- d. Be designed sympathetically with the available infrastructure to ensure services remain sustainable and reliable
- e. Use local materials to maintain the local vernacular and enhanced sense of place. This will include Cheshire red brick and sandstone with slate or clay tile roofs and, where appropriate, the provision of chimneys
- f. Provide boundary treatments which reflect the local character, including hedgerows, Cheshire railings, walls and structured banks
- g. When adjoining open countryside, provide a sympathetic transition between the rural and village landscapes, through appropriate landscape design and boundary treatments
- h. Provide garden space commensurate with the size of the dwelling proposed, the prevailing pattern of development in the locality and the likely needs of the prospective occupiers

- i. Retain important landscape features, trees and hedgerows and appropriate public and private spaces, including recreation and community spaces;
- j. Consider the changing needs and life–styles of an ageing population and build to Lifetime Homes standard in accordance with current or updated national guidance, Building for Life 12
- k. Achieve low carbon sustainable design that meets the BREEAM Quality Mark standard
- l. Adopt a ‘fabric first’ approach to reduce energy demand and provide energy in the most cost effective way
- m. Provide sustainable urban drainage schemes which incorporate new wildlife areas. These may include features such as ponds, swales and permeable paving designed as part of the development and to reflect the rural character of the area
- n. If in, or within close proximity of, the Aston Conservation Area, be sensitively designed with special regard to design, setting, materials and street scene. New buildings will be supported that positively enhance the skyline through their sympathetic integration within the existing character of the area.
- o. Development should incorporate features that are beneficial to wildlife in line with current recommendations from national bodies – for example “Homes for people and wildlife - How to build housing in a nature-friendly way” published by the Wildlife Trusts

7.1 Newhall wishes to see high quality design and sustainable construction in new developments. Consultation responses highlighted the need to encourage sensitive development which will help to enrich the landscape, character and built setting of the Parish. It is essential that the qualities of Newhall and the surrounding area are protected and that the layout and design of all new developments should reflect the rural setting and be complementary in scale and design with adjoining buildings. Aston has a conservation area (Figure N), but more recent development has had a more suburban feel, and has not always successfully reflected the original rural character of the Parish. Future developments must be more in keeping with the traditional vernacular.

7.2 Cheshire East Council has recently prepared a design guide https://www.cheshireeast.gov.uk/planning/spatial_planning/cheshire_east_local_plan/supplementary_plan_documents/design-guide-supplementary-planning-document.aspx The guide highlights that the character and attractiveness of Cheshire East underpins the quality of life enjoyed by the Borough and its residents.

- 7.3 Newhall falls within 'Market Towns and Estate Villages' of the Cheshire East Design Guide, which predominantly comprises dispersed, nucleated villages and hamlets. Some areas within the parish however have a distinct linear design - for example sections of the villages of Newhall and Aston, especially the Aston Conservation Area (Figure N).
- 7.4 The design guide highlights that the interaction of the settlement edges with the wider open countryside is very different to the north of the borough, due to the nature of the wider rolling landscape in which the settlements sit. Developments which front on to a street or lane should be bordered by boundary treatments in keeping with their location.
- 7.5 Design cues specific to the Market Towns and Estate Villages which should be considered for new developments include:-
- Predominant materials are brick, blue clay tile slate and stone
 - A number of black and white and half-timbered buildings create strong elements within the village and surrounding landscape
 - Chimney stacks are a prominent feature of many buildings
 - Boundary treatments include brick/ stone walls and commonly metal railings with hedgerows
 - Village focal points in the form of schools, village greens and churches
 - Variety provided by mix and juxtaposition of housing typologies including terraces, semi-detached and detached properties, often along the same street
 - Real variety in architectural styles and detailing
 - Importance of landscape features such as waterways, trees, public open spaces etc. in providing a setting for buildings
 - Houses are generally set back from the road on what was historically known as the "building line"
- 7.6 In order to reflect and enhance the character of Newhall, the Cheshire East Design Guide must be consulted on all new development proposals.
- 7.7 There are a number of landmarks and focal points within the Parish. These include the Aston Church and Hall, a striking building and major landmark in Aston standing opposite the cemetery. A further focal point is Aston Ford crossing the river Weaver which is surrounded by trees. Aston Cricket Ground resides upon valuable open space - the area's only green space - and is also surrounded by protected trees. In order to ensure their continued value to the setting and character of the Parish, development within close proximity to these buildings and green space areas should be undertaken sensitively with special regard to design, setting, materials and street scene.

POLICY LC2 – LANDSCAPE CHARACTER

In order to protect the identity of Newhall Parish within its open countryside and farmland setting, new development must, where appropriate, respect the landscape character of the area. Having regard to the criteria of Policy LC1, future developments should respond positively to the local landscape character. Development will not be supported if it materially interrupts or significantly interferes with the character of the rural setting of the parish, particularly with respect to the effect on public viewpoints, including from public rights of way and canals.

- 7.8 The rural setting of Newhall Parish within the landscape is important to the local community. The landscape is primarily rolling farmland and lowland plain, with a central village, farmsteads, and dispersed individual properties. The landscape topography is gently undulating and flat, with irregular and semi-regular small and medium fields, and mainly hawthorn hedgerows and hedgerow trees. There is low woodland density and a number of waterways and canal recreational areas.
- 7.9 On a national level Newhall lies within National Character area 61 Shropshire Cheshire and Staffordshire Plain, a pastoral area of rolling plain which is particularly important for dairy farming. More locally the Cheshire Landscape Character Assessment of 2008 identified recognisable patterns in the landscape and classifies the Cheshire Landscape into 20 broad Landscape Character Types. Different aspects such as geology, landform, soils, vegetation and land use were used to identify character areas. The assessment is intended to be used as a basis for planning and the creation of future landscape strategies as well as raising public awareness of landscape character and creating a sense of place.
- 7.10 The East Lowland Plain Landscape Character Assessment is applicable to Newhall Parish. Key characteristics include:
- Flat and almost flat topography
 - Small to medium sized fields up to 8ha used for pasture and arable farming.
 - Mainly hawthorn hedgerows and hedgerow trees, some mixed species hedgerows
 - Dispersed hamlets and farms with predominantly low density and some nucleation
 - Intensive farming and large farm businesses
 - Large number of small water bodies
 - Scattered species rich grasslands
 - Riparian ancient woodlands and field sized coverts

- 7.11 Newhall lies in the centre of a character area in a predominantly flat, open landscape with extensive views. There is a mixture of irregular and regular fields and grid like patches of enclosure. Towards the east of the Newhall Character Area there are smaller fields, abundant hedges and hedgerow trees and the landscape has a tranquil and rural character. Old meadows survive in isolated locations across Newhall. The woodland is generally limited and there are small areas of sandy heath. The area also includes a section of the Shropshire Union Canal reaching across the Parish linking Nantwich and Audlem. Some areas of semi-wild land still remain in the parish, notably the small area of mature deciduous woodland on the western edge of Aston village, strips of willow scrub in the wet stream areas and small remnants of the wet mosslands in Aston which is another protected area.
- 7.12 Aston village is predominantly surrounded by open countryside which contains a number of small groups of houses and scattered farmsteads. The plan area is characterised by trees, hedgerows, structured banks and walls, and verges which are integral to the landscape quality of the area. A large proportion of the dwelling stock dates from the 19th and 20th centuries when the principal use of the countryside was, and still is, for agricultural and equine activity. As farming methods became more efficient some farms were amalgamated creating fewer but larger farming units leaving many houses and farm buildings vacant.
- 7.13 Consultations on the Neighbourhood Plan highlighted the importance that the community feel towards the landscape character and the rural setting to the Parish. Comments included to treasure what we have, to keep old hedgerows, to protect wildlife and maintain and enhance views.
- 7.14 Many trees in the village of Aston are the subject of Tree Preservation Orders (see figure I). Any development which could affect these trees must conform with the protocols and legislation relating to protected trees.

Figure H – Newhall Landscape and Character

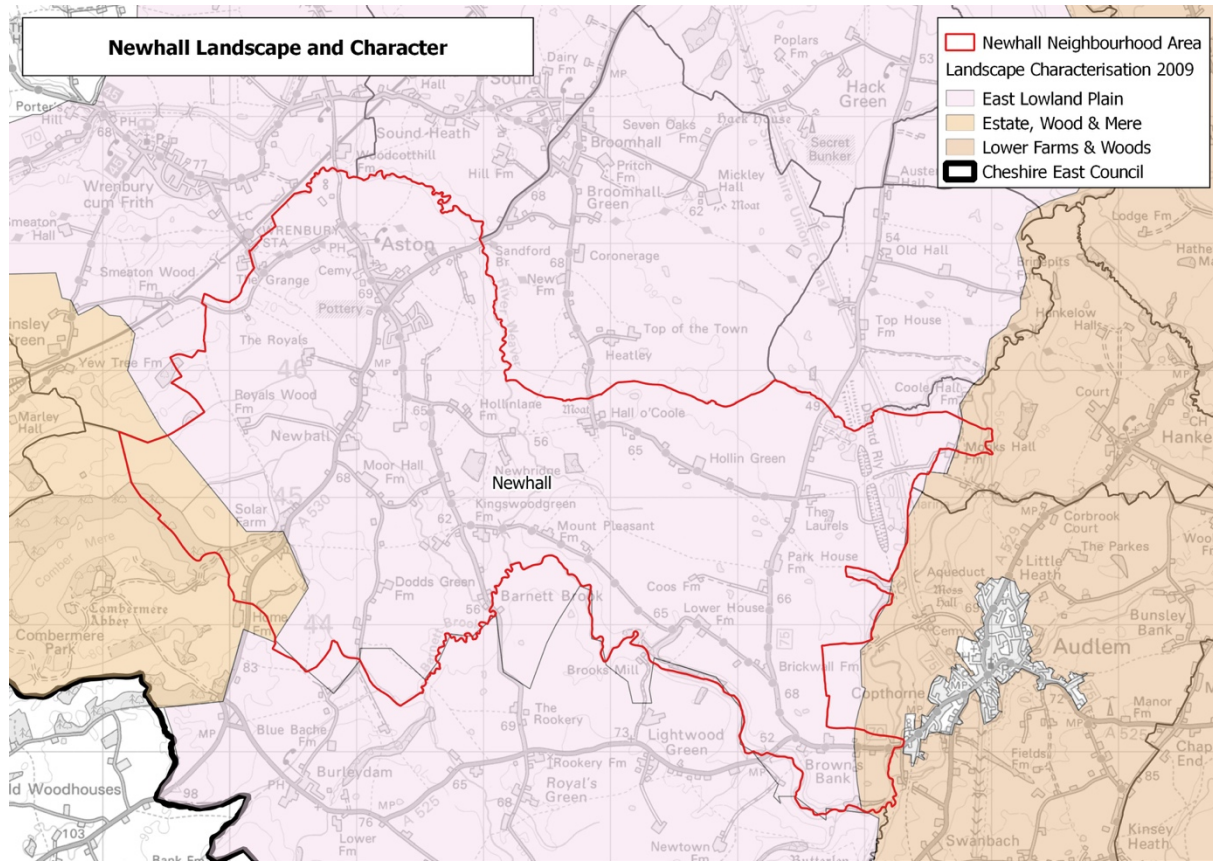
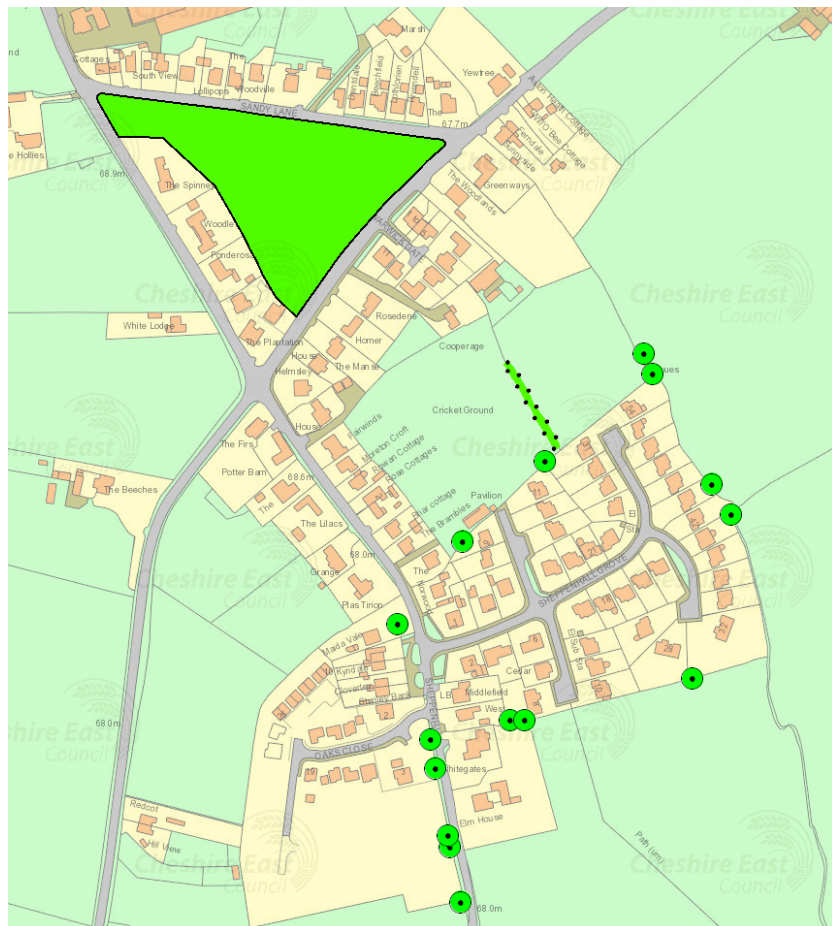


Figure I – Map of Tree Preservation Orders

● shows TPO trees & TPO areas



8. Natural Environment and Green Space Policies

The Newhall Neighbourhood Plan has the following objectives –

- To retain and enhance the rural character of Newhall, protecting our open countryside, green spaces and green views
- To protect and foster Newhall's natural environment and indigenous wildlife

POLICY NEGS1 – NATURAL ENVIRONMENT AND BIODIVERSITY

Proposals for development will be supported that preserve, restore, re-create or enhance the natural environment of Newhall, including the connectivity between areas or sites recognised as having value by reference to their contribution to the local natural environment and biodiversity. Where development would lead to significant harm to features recognised as having such value and such harm cannot be avoided, adequately mitigated or compensated for, then planning permission will be refused.

- 8.1 The community is keen to support initiatives that conserve, enhance and restore Newhall's environmental assets and their natural settings, including enhancing the connectivity between wildlife areas and green spaces.
- 8.2 There is a wide range of flora and fauna in the Parish, with 20% of the birds on the RSPB "Red List" known to feed in the area. The parish also contains several sites defined as Section 41 habitats of principal importance in the Natural Environment and Rural Communities Act (2006)
- 8.3 Newhall is located in a very rural setting. However, over the years, development and, particularly, agricultural pressures have significantly reduced the quantity and quality of the natural environment of the area. All watercourses - including the river Weaver - surrounding and passing through Newhall are reported as failing environmental standards (Water Framework Directive) due to the agricultural pressures arising from the local dairy industry (namely maize production & slurry application).
- 8.4 This policy has been derived to protect and to promote the restoration of Newhall Parish's remaining natural environment and biodiversity, and to promote connectivity between its elements. It applies within the context of Policies SE 3 and SE 6 in the Cheshire East Local Planning Strategy, relating specifically to areas which are not subject to formal international, national, local or regional designations, but to non-designated sites or areas that are recognised as having value by reference to their contribution to the local natural environment and biodiversity. Such sites and areas may include woodlands, watercourses and their riparian zones, the canal, hedges, trees and those providing habitats for plants and wildlife.

8.5 Protecting and enhancing biodiversity is central to the National Planning Policy Framework. Indeed, biodiversity is mentioned numerous times in the NPPF with protection and improvement of the natural environment as one of the chapters within the framework. The community in Newhall is keen to protect wildlife and one of the key ways to achieve this is to ensure that new developments are appropriately located and do not cause a net loss of biodiversity.

POLICY NEGS2 – LOCAL GREEN SPACE

Designated Local Green Space is of vital importance to the parish and as such is protected from new development unless very special circumstances can be demonstrated, or where development supports the role and function of the Local Green Space.

One open area in the parish is designated as 'Local Green Space' - Aston Cricket Ground (see Figure J)

8.6 The National Planning Policy Framework highlights that local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances.

8.7 There are no designated parks, natural or semi natural green spaces, no amenity spaces, no green corridors, no country parks, no allotments and no children's play areas in Newhall parish. It is therefore vital to the community to protect and foster the wider countryside, its wildlife and the limited green space.

8.8 Local Green Space designation should only be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is 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
- where the green area concerned is local in character and is not an extensive tract of land.

8.9 Development proposals on, or likely to have an impact on green space sites will only be supported in very special circumstances, for example

- where they maintain or enhance the existing use and amenity value of the site;
- where they enhance the access to and the use of the site for recreational purposes.

8.10 Cheshire East have undertaken a Green Space Strategy and a Playing Pitch Strategy. The Green Space Strategy update of 2018

https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/green_space_strategy.aspx

highlights that in Newhall Parish, there was only one open space – Aston Cricket Ground - defined as green space in the parish.

The Cheshire East Playing Pitch Strategy 2017

https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/playing_pitch_strategy.aspx

highlights that Aston Cricket Ground is well used, and one of only three cricket grounds that are being played at capacity. Overall there is a shortage of cricket grounds in the borough. Aston is described as having a good quality pitch, has 50 sessions per season, has 10 grass wickets, 1 square and is used by 2 senior teams and 6 junior teams.

8.11 The table below provides information about how the Local Green Space meets the criteria in the National Planning Policy Framework.

Open Space	Size	Proximity to the Community	Demonstration of Special Value to the Local Community	Ownership
Aston Cricket Ground, Sheppenhall Lane	1.34 ha (3.3 acres)	Located centrally within Aston village	Situated within Aston village, the cricket ground provides valuable and well used recreational space for residents and people from both in and outside the Parish. The cricket ground has large, mature trees at the rear boundary edge, and is well used by 8 teams. The pitch is of good quality and is being used to its full capacity.	Aston and District Cricket Club

8.12 The importance of the cricket ground to the community - and its role in breaking up the increasing mass of adjoining housing - was clearly recognised and supported by an inspector from the Planning Inspectorate in September 2015, when the inspector allowed an appeal regarding the erection of 33 houses bordering the cricket ground (Cheshire East planning ref 14/3053N). The inspector asserts in para 23 of the appeal decision document ***“In any event, if the appeal proposal were to succeed, the cricket ground would remain to serve to break up the massing of the village.”*** demonstrating the importance of this green space in its current location.

Figure J – Map of Local Green Space



POLICY NEGS3 – RECREATION AND PLAY FACILITIES AND AMENITY GREEN SPACE

New housing developments must provide adequate high quality open space of at least the standards in the Cheshire East Local Plan.

Any suitable proposals to increase recreational / amenity green space, or enhance existing space will be welcomed. Existing recreation facilities and amenity green spaces must be protected from inappropriate development, as any losses would lead to an even greater unacceptable shortfall

Appropriate improvements to safety and facilities at the existing recreational space in the parish (Aston Cricket Club) - for example safety netting at the grounds boundaries or enhancements to club facilities - will be supported.

Proposals for new green spaces, recreation and play areas, their enhancement, or connectivity between them will be supported where access is easy and safe. Redevelopment of amenity open spaces, play areas, and sports and recreation facilities will not normally be supported unless;

- a. an assessment has been undertaken which shows them to be surplus to requirements; or
- b. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- c. in the case of the loss of sports and recreation facilities, the development is for alternative sports and recreation facilities, the needs for which clearly outweigh the loss.

8.13 Green open spaces or Green Infrastructure provide a range of social, environmental, economic and health benefits. The Cheshire East Green Space Strategy stresses the importance of dealing with open space shortages, the need for local facilities to be accessible and provide open space opportunities at close hand, to ensure quality and variety in open spaces and to provide an open space network that supports people throughout their lives.

8.14 The Cheshire East Green Space Strategy highlights the paucity of open spaces within the Parish, with no designated parks, natural or semi natural green spaces, no amenity spaces, no designated green corridors, no country parks, no allotments and no children's play areas, so currently Newhall parish has zero square metres in these categories. The Open Space Standards recommend a combined area of 65 square metres per home, which equates to almost 30,000 square metres required for Newhall Parish. This area is in addition to any outdoor sports facilities, illustrating that the parish falls well below the national and local guidance for accessible open green spaces.

- 8.15 The long-established Aston Cricket Club is the only sports/recreation facility in the parish, covering some 13,379 square metres. In sporting terms, it provides a local facility for organised sport and coaching across a huge range of ages and abilities (under 9s to seniors). In addition, there has been an understanding in place for many years which allows residents to use the ground - out of match and practice times of course - for informal recreational use as long as the integrity of the pitch is respected. The ground's location off a minor road in the heart of the population centre of Aston makes it a highly used and hugely valuable asset to the community
- 8.16 Housing developments adjoining the cricket ground are threatening the viability of the cricket club: the risk of a cricket ball being hit out of the ground and into the newly built properties will create safety/insurance concerns which the club have stated will make the ground unusable. The Natural Environment and Green Space policies in this plan are intended to support both the continued existence of the cricket ground on the current site and the ongoing viability and success of Aston Cricket Club into the future.
- 8.17 The Neighbourhood Plan survey highlighted that residents have to leave the Parish to access leisure facilities and the majority of sporting facilities. A children's play area was the second most requested facility when residents were asked what amenities were needed in the Parish. The neighbouring Service Centre of Wrenbury has some outdoor sports facilities which are excellent, but already fall short by some 40% capacity for the existing population of their own parish before taking into account adjoining parishes such as Newhall.

9. Heritage Policies

The Newhall Neighbourhood Plan has the following objectives –

- To protect and enhance Newhall's heritage assets

POLICY HER1 – BUILT HERITAGE AND CONSERVATION AREA

Proposals will be supported that conserve or enhance Newhall's heritage assets, maintaining local character and distinctiveness.

Proposals for development affecting any heritage asset, including the Conservation Area, or its setting, should be appropriate to their context. In the consideration of such proposals, account will be taken of the significance of the heritage asset, including whether it is formally designated, together with the scale of any harm or loss of significance that would be incurred by reason of the development and, in the case of a designated heritage asset, any public benefits of the proposal to be weighed against any harm or loss of significance.

Any proposal for a new building or external modification to any existing building within the Conservation Area shall be designed to ensure a truly contextual and harmonising change that will enhance the character of the Conservation Area. Such proposals must take account of any potential detriment to the existing appearance and unique identity of the adjacent area, and demonstrate consideration of the most up to date Conservation Area Appraisal.

In order to reflect the distinct character of the Conservation Area, with boundaries including Cheshire Railings and hedgerows, where proposals for development involve boundary treatments, permitted developments rights for boundaries should be removed through an Article 4 direction.

- 9.1 Newhall is fortunate to have a long and rich heritage. It contains 17 buildings and features that are recorded in the National Heritage List for England as Grade II listed, and 12 important features of historical interest listed in the Cheshire Historic Environment Record. These historical features include a wide range of types and styles, including cottages, farmhouses, bridges, a milepost and a telephone kiosk. The location of the listed buildings and historical features are shown in Figures K, L and M.

9.2 Three of the Listed Buildings are located within Aston Conservation Area (see Figure N). The conservation area was designated in 1973 and reappraised in 2008 and is detailed in Cheshire East's Conservation Area Character Appraisal and Management Strategy Document via the link below:

<https://www.cheshireeast.gov.uk/pdf/environment/conservation-areas/aston%20conservation%20area%20character%20appraisal%20%20management%20strategy%20-%20with%20pdf%20maps.pdf>

The appraisal highlights that the identity of both the village and the Conservation Area is primarily determined by the frontage buildings along Wrenbury Road between its junction with Sandy Lane in the south and Woodcotthill Lane at the north end of the village. It is the form and enclosure created by these buildings at intervening spaces along Wrenbury Road which provides the most enduring impression of the village. The Conservation Area appraisal should be considered in all development proposals within and adjoining the Conservation Area boundaries.

9.3 In addition to the listed buildings, there are a number of other properties identified in the Aston Conservation Area Character Appraisal and Management Strategy as making a vital contribution to the integrity of the designated area:

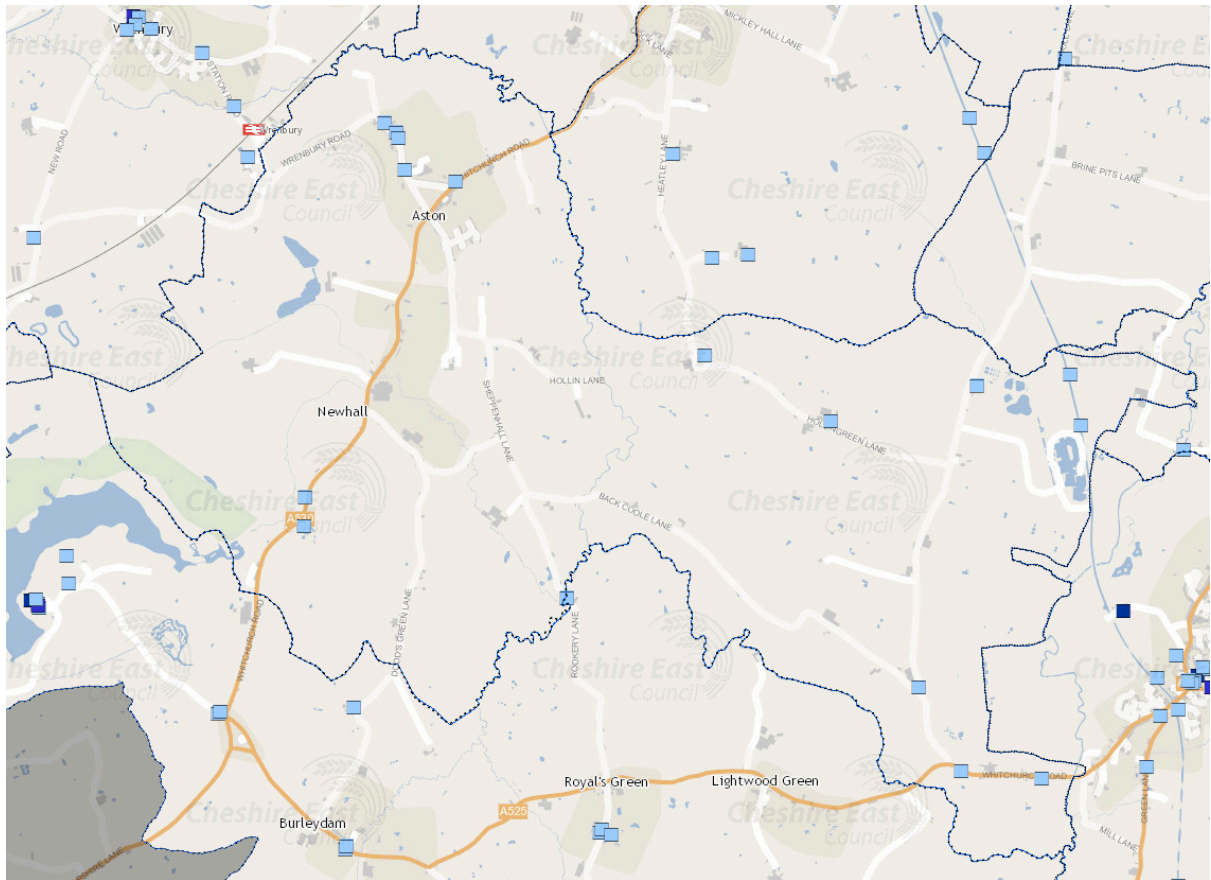
- The Hollies;
- September Cottage;
- the Methodist Church;
- the group comprising Albion House, Waveney House and Beech Cottage
- the group comprising Ness and Middle Cottage, Pen-y-Cae, Bowood, Repton;
- the group comprising Highfield and Aston Cottage;
- the Bhurtpore Inn;
- the two dwellings comprising Poplar Cottages;
- the building at the front of the mill complex near Wrenbury Road

9.4 The character and heritage of the Conservation Area and the whole Parish is not just based on the larger assets, but also the smaller features for example the cast iron "finger signs" and the "Cheshire rails" on the corners of roads. The character of the area is enhanced by all these smaller features and should be protected.

9.5 These heritage assets are an essential part of Newhall's character, contributing to what makes the parish special and valued to the community and adding to the attractiveness of the area which encourages visitors and tourists. It is important that they are protected from inappropriate development and, where possible, enhanced.

9.6 One of the aims of the National Planning Policy Framework, is to conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations

Figure K – Newhall’s Historic Environment




 - Shows location of Listed Buildings & Historical Features

Figure L – Newhall Parish Grade II Listed Buildings & Features

HER/NHLE Ref No.	Name
1115817	1935 Telephone Kiosk, Wrenbury Road
389/1	Aston House Farmhouse, Wrenbury Road
1357114	Lychgate at Aston Burial Ground
1266218	Yewtree House, Whitchurch Road
1136974	New Lodge, Whitchurch Road
2065/1	Brickwall Farmhouse, Back Coole Lane
387/1	Hall O'Coole, Hollingreen Lane
2066/1	Grindley Green Cottage, Dodds Green Lane
389/3	Cottage adjacent to the Telephone Exchange, Whitchurch Road
389/2	West End Farmhouse, Wrenbury Road
399	Kennelwood, Whitchurch Road
2073	Hollin's Green Farmhouse, Hollingreen Lane
1225738	Cobweb Cottage, Whitchurch Road
1266217	Brown's Bank Farmhouse, Whitchurch Road
1138531	Barnett Brook Bridge, Sheppenhall Lane
1320256	Bennett's Bridge, Shropshire Union Canal
1266264	Milepost North of Bennett's Bridge, Shropshire Union Canal

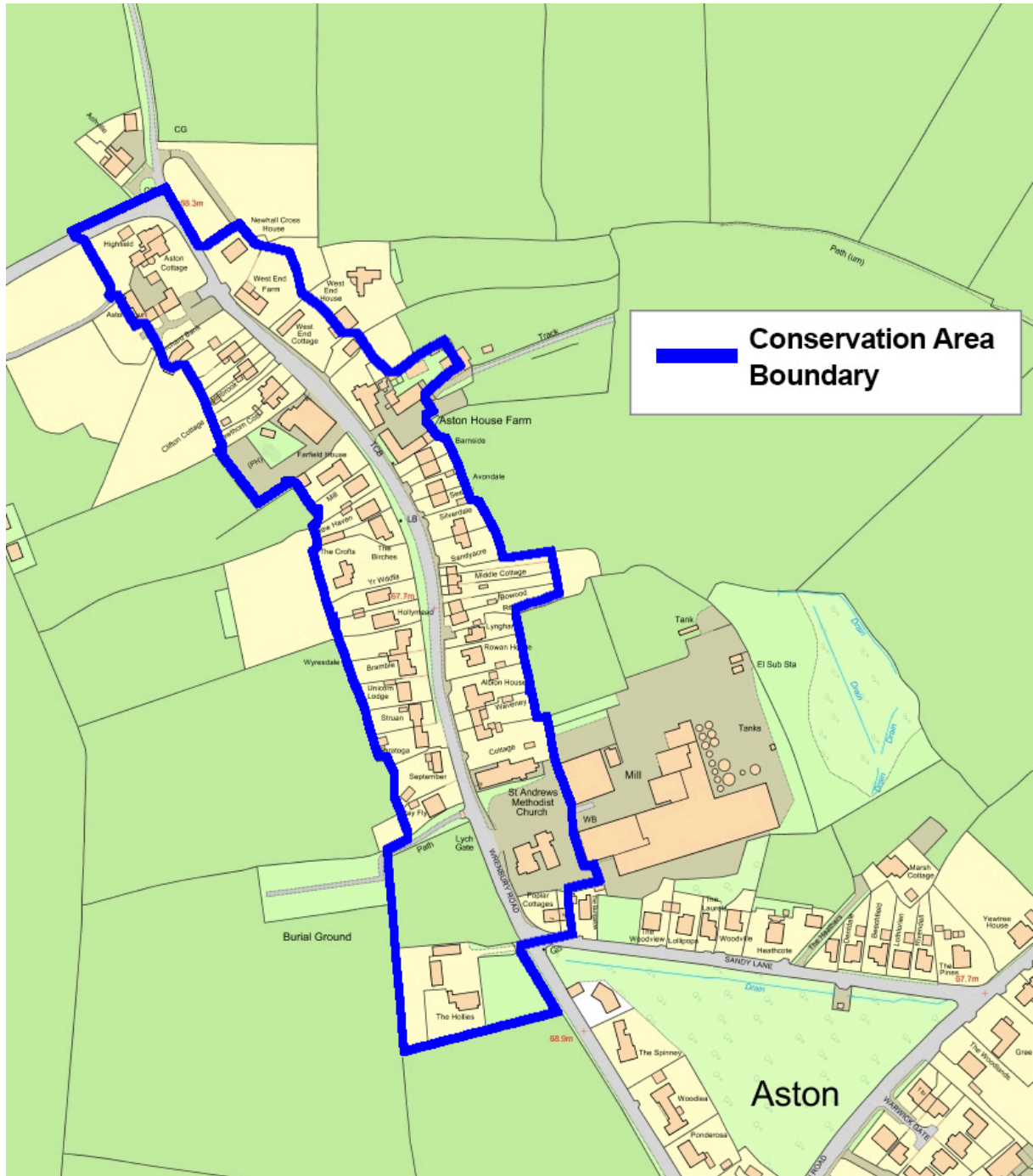
Data from records held by the Cheshire Historic Environment Record (HER)

Figure M – Newhall Parish Historical Features

HER Ref No.	Name
346/0/1	Combermere Abbey Precinct Boundary
14329	Site of Post Medieval Homestead, West of Meadow Bank Farm
2116/3	Newhall Manor
2116/1	Site of Newhall Mill
397	Cropmarks
347/2/6	Site of Royals Wood and Former Lodge Building
388	Coin Hoard
2116/2	Newhall Earthworks
381	Bronze Age axe from Newhall
389/0	Aston Village
384	Alleged Moat, Sheppenhall Hall
347/2/5	Possible Eel Traps East of Little Mere

Data from records held by the Cheshire Historic Environment Record (HER)

Figure N – Aston Conservation Area



10. Local Economy Policies

The Newhall Neighbourhood Plan has the following objective –

- To support and enhance the local rural economy

POLICY LE1 – RURAL ECONOMY

Subject to respecting the Parish of Newhall's built and landscape character, and environmental, traffic, parking and residential impacts being acceptable, the following will be supported –

- a. The development of appropriate new small businesses and the expansion of existing businesses, providing that there is no negative impact on road safety, particularly for pedestrians and cyclists
- b. Proposals which support the rural economy and agriculture, horticulture and equestrian enterprises where they contribute positively to the environment and do not cause unacceptable visual or landscape harm
- c. Proposals that promote or provide facilities for home working, and businesses working from home
- d. The sympathetic conversion of existing buildings for business and enterprise and the use of brownfield sites
- e. The diversification of farms and rural businesses where development is sympathetic to their distinctive character, materials and form

10.1 The majority of established businesses in the plan area are livestock and arable farming, horticultural and equestrian with a number of 'hidden businesses' and sole traders primarily working from home. There are approximately 40 businesses in the neighbourhood area employing over 500 people. The majority of these people are employed by the two large businesses in the parish: H J Lea Oakes, a large grain mill in the village of Aston, and Bakkavor Bread, a large food manufacturing plant located in Newhall. Between them these two sites employ around 440 people, although the vast majority of these employees live outside Newhall parish. The Neighbourhood Plan sets out to maintain and encourage the local economy and to support the local community whilst respecting the rural character of the area.

- 10.2 Newhall Parish has a significantly higher than average proportion of people aged 16-74 who work from home (10.1% compared with the average in England of 3.5%); who work more than 49 hours a week (23.6% compared with the England average of 13.3%) and/or who are self-employed (20% compared with the England average of 9.8%) (2011 Census). Only 2.1% of working residents use public transport to get to work due to restricted access and scant, infrequent services. Only 12.3% of people travel less than 2km to work, compared with the average in England of 20% so those who do travel tend to travel further than average. The rural economy and existing small businesses are a vital part of village life, and any opportunities to develop either existing businesses, or that would enable the start-up of new small businesses appropriate to the rural area would be supported. Additionally, encouraging people to work from home also makes the village more sustainable, enhances social cohesion and arrests the tendency for parishes like Newhall to be dormitory. Increasing activity in the day time in the village also supports other local business.
- 10.3 There are multiple farmsteads in the rural area of Newhall which offer an opportunity for rural economic development, should they choose to diversify, and the National Planning Policy Framework supports the reuse of existing rural buildings, particularly for economic purposes, and promotes the development and diversification of agricultural and other land based rural businesses.
- 10.4 Consultation feedback on the Neighbourhood Plan highlighted that there was a willingness to support existing businesses and promote new small businesses. Comments raised the importance of ensuring that the local rural character was not negatively impacted, and that unnecessary demands would not be placed on current infrastructure and the road network, nor increase the number of HGVs on the local roads.
- 10.5 The above policy will help to ensure that Newhall Parish's rural economy can grow sustainability over the Plan period and beyond, and that support can be given for both existing businesses and for new businesses and enterprises within the parish, whilst protecting Newhall's rural character and landscape.

POLICY LE2 – TOURISM

New tourism initiatives, visitor accommodation, and improvements to existing services and facilities associated with tourist attractions will be supported. Proposals which affect tourism assets should include a statement on the impact proposals will have on the local character of the area. In particular, the statement should indicate how the proposal:

- Is appropriate in scale, character and location
- Creates no harm to the existing character of the local area
- Has no adverse impact on any residential amenities
- Has no conflict with matters of highway safety

Development that would negatively impact on the attraction of visitors to the area will not be supported.

Tourist assets and attractions include, but are not exhaustive to –

- Cheshire Cycleway 70
- Sustrans National route 552
- Lands-End to John O’Groats route through the Parish
- South Cheshire Way Footpath
- The Bhurtpore Inn
- The Firs Pottery
- Overwater Marina

10.6 Tourism is important to the economy and life of the Parish, with a variety of tourist routes (footpaths, cycleways, canal towpaths) and tourist destinations (public house, marina etc.) both within Newhall and adjoining parishes.

10.7 Cyclists are a common sight through the parish, from weekend recreational cyclists through club competitors to dedicated long-distance adventurers. Newhall hosts sections of both Regional and National Cycle Trails, including an ‘end to end’ route:

- The Cheshire Cycleway (route 70) runs the entire length of the Parish as part of a 176 mile circular route around the county.
- Sustrans National Route 552 cuts across the parish to the North East, linking Newport in Shropshire and Winsford in Cheshire.
- One popular variant of the Lands-end to John O’Groats route passes through the parish as cyclists make their way between Whitchurch and Chester.

- 10.8 Many footpaths run through the parish including the South Cheshire Way, a long-distance route which is part of a national network of footpaths. “Eddies Mound” on the junction of Wrenbury Road & Woodcotthill Lane, with its notable black & white cast road sign is a frequent meeting place for many young people taking part in the Duke of Edinburgh award.
The rights of way in the parish are shown in Figure P.
- 10.9 As with many rural parishes the importance of the village pub can never be overstated, Aston is extremely fortunate to have a nationally recognised gem, The Bhurtpore Inn. The inn was first recorded as a public house in 1778 and was named to commemorate the Siege of Bhurtpore, India of 1825-6, at which local landlord Sir Stapleton Cotton, as Commander-in-Chief of the British forces, took the fort after a prolonged siege, earning the title of Viscount Combermere. The present Bhurtpore Inn is a family-owned traditional village pub which has recently celebrated being named in the Good Beer Guide for 25 consecutive years, and won multiple awards both from the Campaign for Real Ale and the Good Pub Guide. As well as welcoming both locals and the passing traveller, the inn is home to a local cycling club and regularly hosts enthusiasts from a variety of leisure activities including meetings of the Vintage Sports Car Club and Vintage Japanese Motorcycle Club.
- 10.10 Sitting on the Shropshire Union Canal towards the East of the parish lies the multi-award winning Overwater Marina. In a picturesque setting this hosts 230 canal boats offering live hook-ups, boat maintenance, launderette, a shop and coffee lounge - Café at Bridge 80. The Audlem Lass Boat Service operates every weekend and bank holiday between the marina and Audlem, raising funds in support of the Royal National Lifeboat Institute. The marina is a popular stop-off for walkers using the local footpaths and canal towpaths, and is even a destination for road users too having holiday lodges and licensed pitches for caravans & motorhomes.
- 10.11 The Firs Pottery at Aston crossroads is a family business offering pottery workshops and ‘making days’ throughout the year, run under expert tuition. A range of hand crafted stoneware is available at the shop/showroom on site.
- 10.12 The 3 businesses detailed above are examples of the those in the area which rely on tourists and casual visitors to maintain a sustainable business and create employment. Tourist trade is vital to their survival, and the Neighbourhood Plan can help support this whilst ensuring that any development is at an appropriate scale and in keeping with the heritage and character of the Parish.

11. Transport and Travel Policies

The Newhall Neighbourhood Plan has the following objective –

- To reduce the need for travel by car and encourage safe and sustainable forms of transport

POLICY T1 – FOOTPATHS, CYCLEWAYS AND TOWPATHS

Access to the countryside will be promoted through protection and maintenance of the existing Public Right of Way (PROW) network (see Figure P). Improvements to PROW will be supported, and the safety of users of rural roads and lanes will be protected and improved wherever possible.

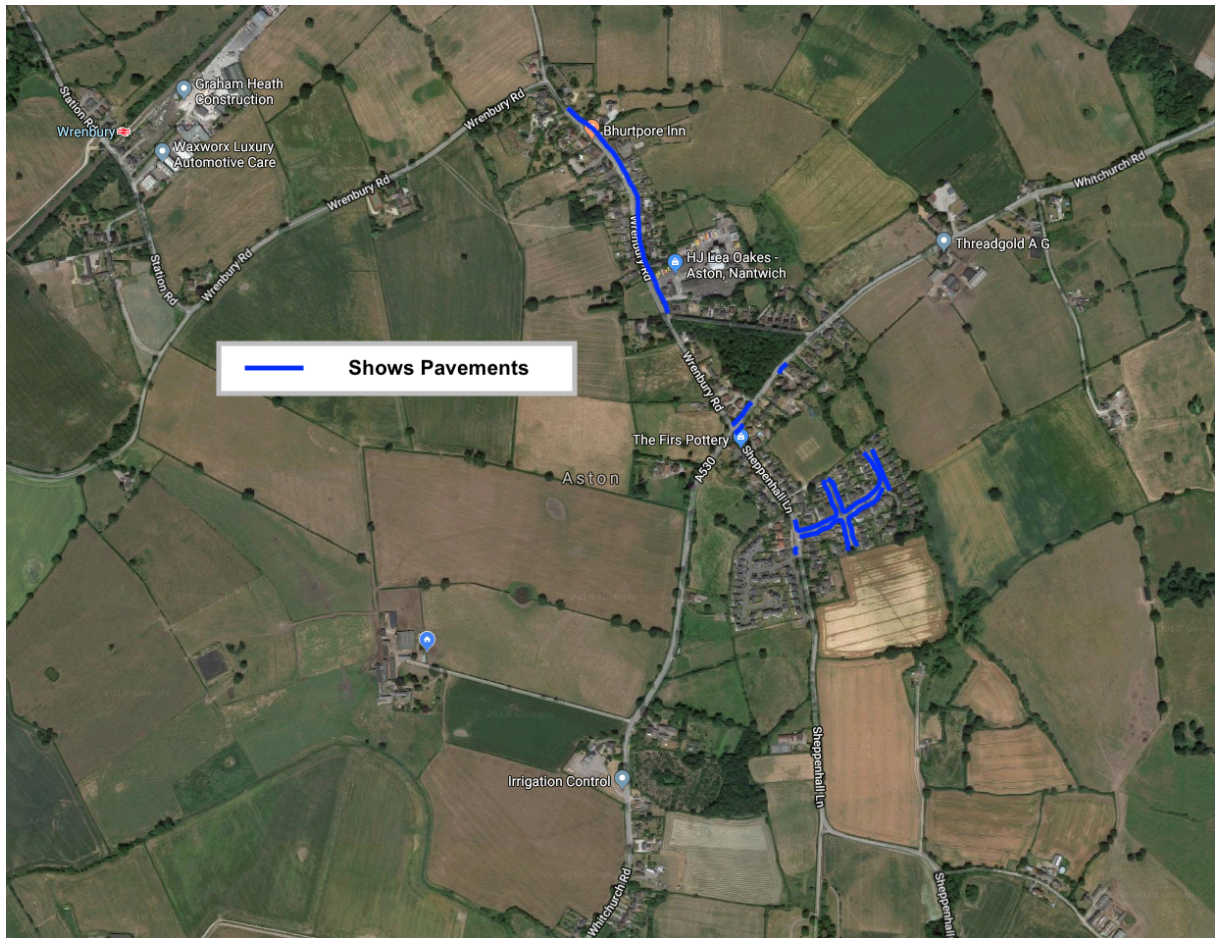
Any development that leads to the loss or degradation of any PROW, or any cycleway, will not be supported other than in very special circumstances, and then only if a suitable alternative can be provided. Proposals to divert PROWs or cycleways should provide clear and demonstrable benefits for the wider community.

Any new development must provide easy, accessible traffic-free routes for non-motorised users (to include pedestrians, disabled people, people with prams or baby-buggies, cyclists and where appropriate equestrians) to facilities and the nearby countryside. The provision of any such additional routes will be supported.

The needs of non-motorised users (as described above) must be taken into account in all traffic planning, but especially in relation to rural lanes and roads. Hazards arising from an increase in vehicle numbers where agricultural buildings are converted to residential or commercial use will need to be taken into consideration. Measures to be taken may include, for example, separation of pedestrians/cyclists from vehicular traffic where possible, improvements to signage, or means of speed reduction.

11.1 Newhall Parish hosts many Public Rights of Way, and these provide many miles of walking routes in open countryside. Although there are a substantial number of routes in the parish, these are often not contiguous, with walkers being forced to complete a route via some sections on roads with no footpath or pavement. Links between the parish and local service centres are a good illustration of this problem – for example pedestrians walking from the village of Aston to the Wrenbury Service centre are forced to walk hundreds of metres on sections of narrow road with a 60 mph speed limit and no footway. ‘The Walking Bus’, an initiative to encourage children from Aston to exercise by walking to their school in Wrenbury in a supervised group, had to be forbidden by the school governing body due to serious safety concerns. Children catching the school buses to Nantwich schools must walk along roads with no footway to reach the bus stop at Aston crossroads (Figure O)

Figure O – Newhall Parish Pavements

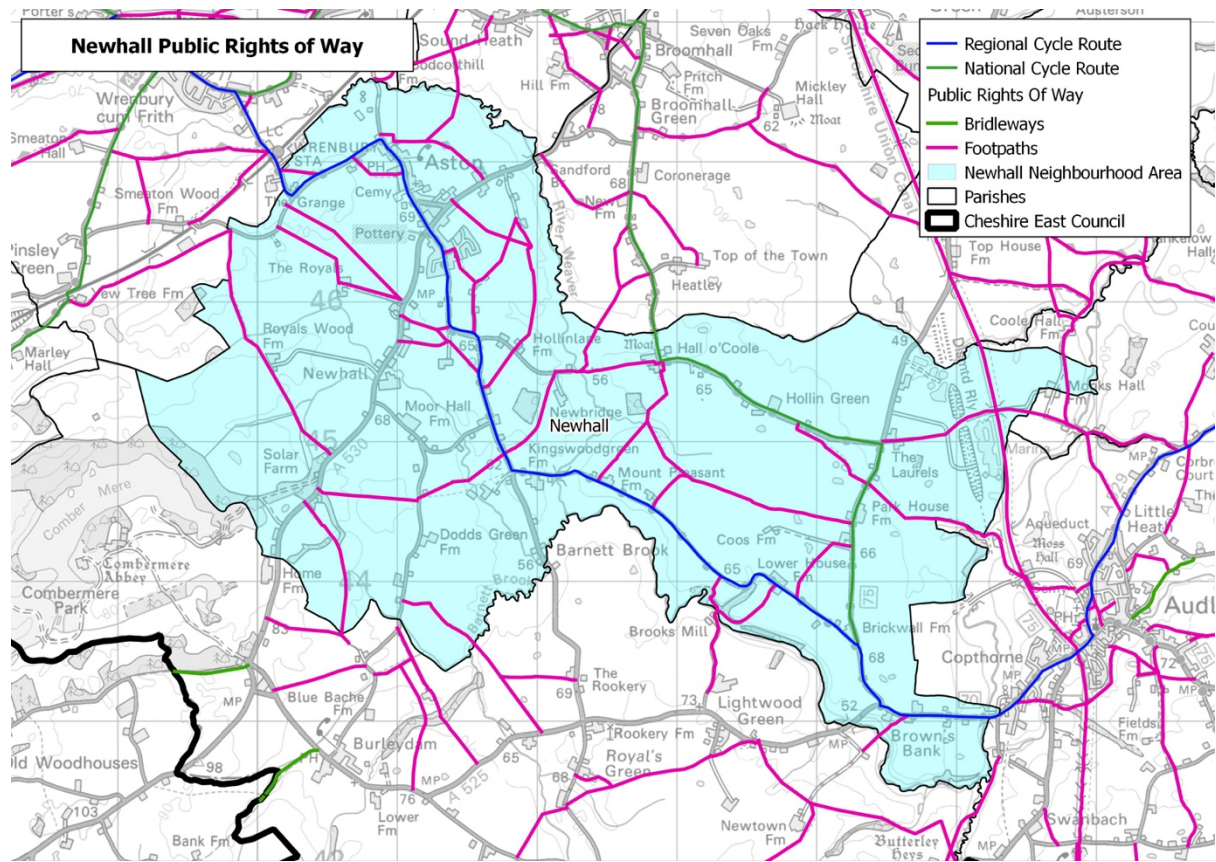


11.2 The Shropshire Union Canal towpath allows pedestrian and cycle access through the parish and provides walkers with connections to other footpaths.

11.3 Nationally recognised cycle routes are an important aspect of travel through the parish. As detailed in section 10.7 (Tourism), the Cheshire Cycleway (route 70), Sustrans National Route 552 and a Lands-end to John O'Groats route are all popular and well used routes which pass through the parish.

11.4 The policy seeks to deliver the NPPF's planning aims of conserving and enhancing the natural environment, and also of promoting healthy communities. The NPPF highlights that policies should protect and enhance public rights of way and that opportunities should be sought to provide better facilities for users, for example by adding links to existing public rights of way. Improvements to existing public rights of way and the making of new provision will be sought by means of the mechanisms set out in the Cheshire East Local Plan Strategy Policies IN1 and IN2.

Figure P – Newhall Parish Public Rights of Way



POLICY T2 – SUSTAINABLE TRAVEL

In order to improve the sustainability of travel, transport and road safety, all developments that are likely to generate significant amounts of movement shall be accompanied by a Transport Assessment and, where appropriate, a Travel Plan consistent with the provisions of Policy CO4 of the CE Local Plan Strategy.

Positive consideration shall be given to the needs of pedestrians, people with disabilities and the elderly. Appropriate facilities within the transport infrastructure shall be provided to assist them where practicable.

Proposals that promote better integration between different modes of transport including links to local facilities and nearby Wrenbury railway station, and/or to improve bus routes, services and passenger facilities will be supported.

Development proposals which necessitate parking areas should incorporate charging points for electric vehicles.

11.5 Although Newhall is a rural parish there are two major roads running through the area. The A525 and A530 are both classified as non-primary routes yet carry high volumes of traffic between Shropshire and Cheshire and the national motorway / rail network. Traffic destined for Whitchurch and North Wales is able to cross the country from as far away as Nottingham on dual carriageways until it reaches Nantwich where it is channelled onto one of these single-carriageway roads. This results in a very high volume of traffic (including many large HGV's) through the parish and the consequent high incidence of road accidents as detailed below. Recent surveys have demonstrated that even during quiet periods during the day, at least one large commercial vehicle, mainly HGVs, passes through Aston every 27 seconds. This frequency - and the density of 40-tonne HGVs - is drastically increased during peak traffic times. This illustrates why residents of Aston feel that walking through the village to access any facilities is dangerous and uncomfortable so fall back on travelling by car even for short journeys, as this is considered to be the safer option, which merely exacerbates the traffic problems.

11.6 In this rural community private car usage constitutes the predominant method of travel. The 2011 census highlighted that over 63% of all homes owned at least two or more cars, compared with 32% on average in England. Whilst cars are essential for many people, the provision of public transport and the encouragement of walking and cycling routes is vital to help address the issues of climate change, reduce congestion and parking problems, and to provide equality of opportunity. Currently, public transport is not adequate for people who work, which is reflected in the fact that only 2% of residents use public transport to get to work, compared to the national average of 11% (Department of Transport data 2011).

11.7 Historically, road safety has been a problem in the parish. Between 2007 and 2011 there were 23 fatal or serious crashes on the A530 between Nantwich and Whitchurch, resulting in it being designated the 5th most dangerous road in England by the Road Safety Foundation. Implementation of a 40mph zone was a welcome change but still the parish has experienced three tragic traffic-related deaths in the past 18 months: one Aston resident was killed in a hit-and-run incident as he walked home along the A530 in July 2017, and two Nantwich residents died in a head-on collision on the A530 in Newhall in November 2018. The A530 runs through the centres of the main population centres in the parish (Aston and Newhall villages) making access to areas and facilities which involve crossing this busy road difficult and unsafe for children or residents with limited mobility. The unclassified roads in the parish also present dangers: many sections are narrow with very limited visibility in places - for example the two tight bends on Wrenbury Road (see section 11.18)

11.8 Analysis of most recent (early 2018) data from crashmap.co.uk gives a graphic illustration of the source of residents' safety concerns. In the last 10 years, there have been 35 traffic collisions along the stretch of the A530 which passes through the parish, 10 of these were serious and another 4 fatal (see Figure Q). 9 of these collisions were at the crossroads between the A530 and Wrenbury Road / Sheppenhall Lane in the heart of Aston village. (see Figure R). These figures do not include the fatal collision in Nov. 2018 (see section 11.7)

Figure Q – Collision data for the Newhall stretch of the A530

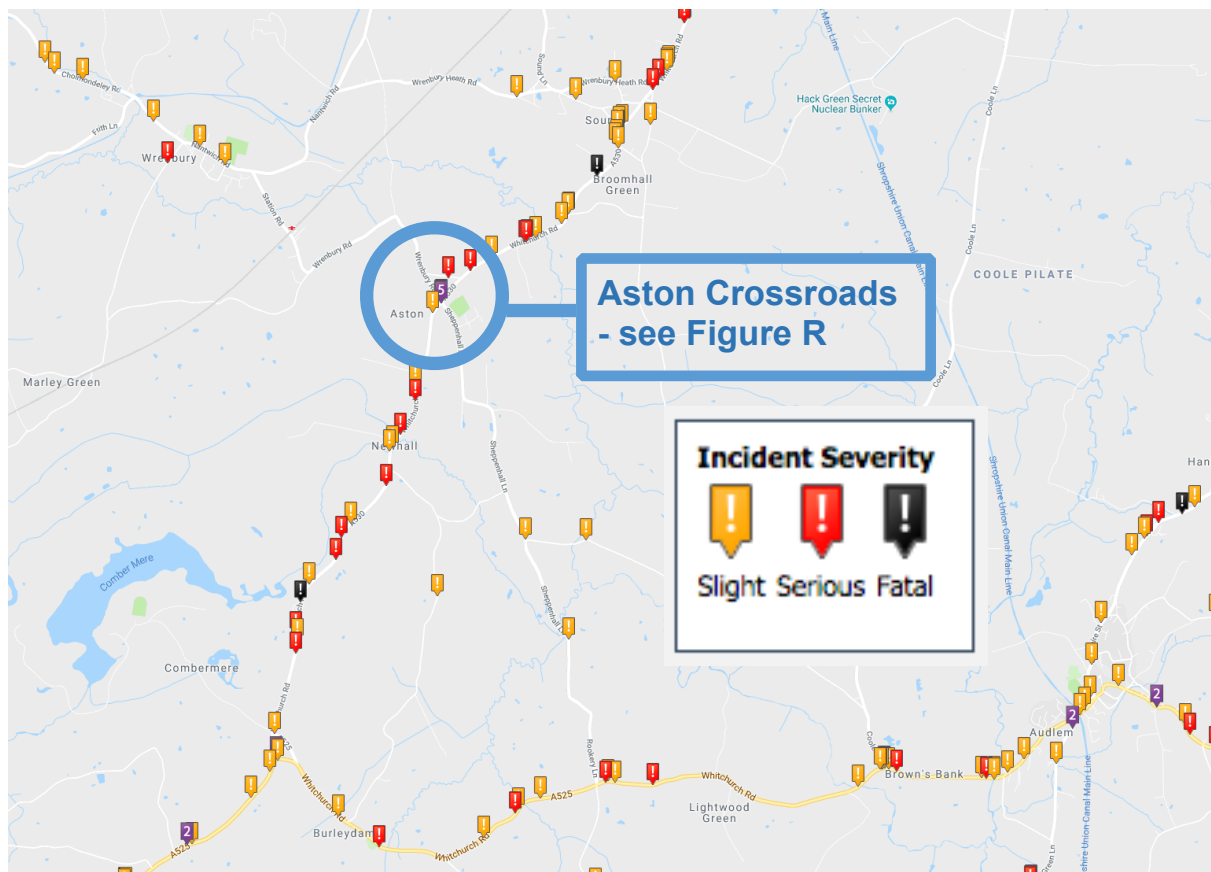
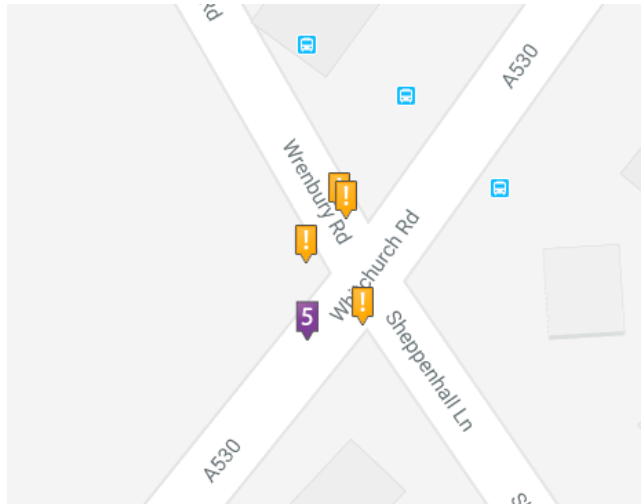


Figure R – Collision data for crossroads with the A530 at Aston

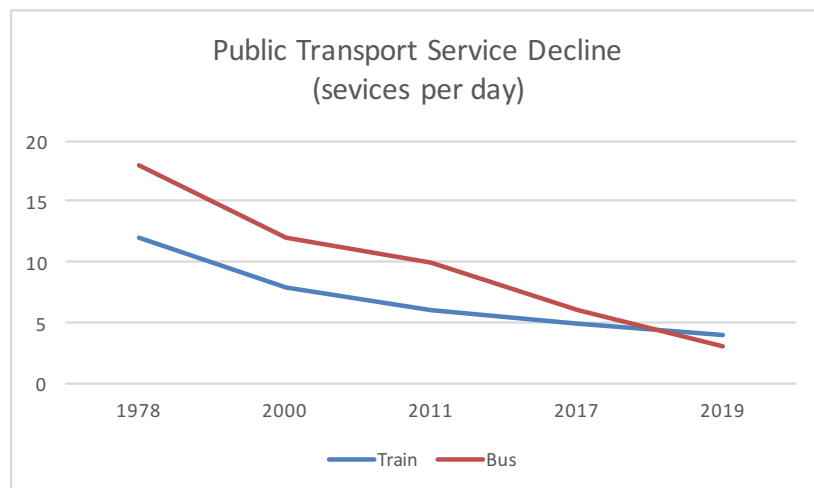


Map on left shows a total of 9 traffic incidents at Aston crossroads in the 10 year period analysed. These incidents involved a total of 21 vehicles and resulted in 24 casualties.
(source: crashmap.co.uk)

11.9 The A530 crossroads in Aston is the main access point for the village and a bottleneck for a wide variety of traffic: daily commuters, residents travelling to the designated service centres in Nantwich, Whitchurch and Audlem and the main access point for HGVs travelling to and from HJ Lea Oaks grain mill and the concrete works in Wrenbury. These HGV movements alone total over 200 movements per day, in addition to heavy and frequent farm traffic especially at key points in the agricultural calendar.

11.10 Bus services are very limited and infrequent, with services running only three times a day through the Parish. The service has been in consistent decline for years (figure S) and has recently been cut by more than 50%. The first bus to Nantwich stops in Aston at 09:33 and the last returning bus stops at 16:39, making commuting to the majority of jobs impossible. Furthermore, the absence of a through service which incorporates Crewe, Chester and Wrexham, the primary employment locations in the area, is a huge constraint on the value of the bus service for local working people.

Figure S – Public Transport Service Decline



- 11.11 Although there are no rail facilities in the parish, the adjoining service centre of Wrenbury has a small railway station which is on the main line from Cardiff to Manchester. This is a request only station with very limited, infrequent services so is not sustainable as a means to commute on a regular basis. Commuter facilities at the station are very limited with parking impossible for more than four cars. Pedestrian access from Aston takes about 30 minutes and there are 2 main choices of routes: using off-road footpaths across agricultural land, or walking along the unrestricted Wrenbury Road which is narrow and features 2 blind bends. In either case some of the journey must be completed directly on the Wrenbury Road carriageway with no available footpath.
- 11.12 The train service from Wrenbury is generally considered not to be conducive to commuting, and is illustrated by the number of 'Entry and Exits' at the station (the number of people getting on and off at Wrenbury) having decreased by 8% per annum between 2015 and 2017, compared to Nantwich which has increased by 14%. In 2016/2017 there were 11,796 'entry and exits' which at its simplest is only 16 return journeys per day every day. Nationally of those stations with 10,000 or more 'entry and exits' in 2017, Wrenbury is positioned 2,292 out of 2,311, i.e. in the bottom 1% for passengers.
- 11.13 Pedestrian facilities are sparse throughout Newhall Parish, with the short sections of pavement which exist all located in and around the village of Aston. Many of the existing pavements are not safe for wheelchair users due to gradient and width inconsistencies as well as their poor state of repair. It is not possible to walk a useful distance on a pavement anywhere within the parish without being forced to walk on the road carriageway itself for part of the journey - this includes children walking from their homes to catch the school bus at Aston crossroads.
- 11.14 Whilst a Neighbourhood Plan cannot influence bus routes and timetables, should any development come forward leading to developer contributions being sought, the Parish Council will work with Cheshire East Council and the developer to see if any improvements can be made to improve public transport facilities and services. Contributions may also be sought, where appropriate, for sustainable transport links such as cycleways and facilities, and for any necessary highway safety improvements.
- 11.15 Consultations whilst preparing the Neighbourhood Plan highlighted the concerns that many residents have about traffic and transport issues. Residents are concerned about traffic speeds on local roads along which there is no pavement, the high volume of HGV traffic along roads in the Parish, poor public transport, and problems with parking and congestion. It is considered important that any further new development should not increase these problems, and where possible should provide opportunities for walking, cycling and improved public transport.

11.16 This policy will be applied in the context of Policy CO 4 in the Cheshire East Local Plan Strategy. Consistent with the provisions of the NPPF, developments that are likely to have a significant transport impact are required to be accompanied by a Transport Assessment. Amongst other things, such assessments provide the opportunity to assess traffic generation, identify measures to reduce traffic congestion and improve accessibility by facilitating and encouraging sustainable modes of transport, including walking, cycling, public transport use and car sharing.

POLICY T3 – VEHICULAR ACCESS THROUGH THE PARISH

Applications for developments that would lead to a significantly harmful increase in traffic and/ or significantly increase the volume of Heavy Goods Vehicle traffic through and within the parish of Newhall will be determined having regard to the relevant provisions of Policy T2.

Any Transport Statement / Assessment or Travel Plan shall include measures to mitigate the impact of increased trips generated on the highway network. Such mitigation may include provision of, or financial contributions to improvements in road safety and road improvements, following the approach set out in CELPS Policies IN1 & IN2.

In determining a planning application, decisions will take account of whether:

- Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people;
- Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development.

Development will be prevented or refused only on transport grounds where the residual cumulative impacts of the development are severe.

11.17 Vehicular access into and out of the parish is via two 'A' roads and six unclassified roads. The A525 and A530 are single-carriageway non-primary routes which carry high volumes of traffic including much HGV traffic. Heavy vehicles are also common on much of the minor road network too, some of these being due to the rural nature of the area (milk tankers, livestock transport, tractors etc.) and some being directly attributable to local businesses (predominantly the grain mill at Aston and the concrete works in adjoining Wrenbury parish).

11.18 Many of the minor roads through the parish are extremely narrow, some having sections narrower than 3 metres wide where two cars cannot pass, with large vehicles struggling to negotiate them at all. Wrenbury Road, which runs through Aston village, with its sharp and narrow bends and lack of pavements already sees HGV jams on a regular basis where vehicles are too wide to pass and one is forced to reverse. Capacity issues at the local sewerage plant result in additional tanker traffic (see policy CF3 and supporting texts) which compounds the load at one of these pinch points. Recent large developments in Wrenbury village will only add stress to this already fragile facility. Where pavements are present, HGVs will drive over them in order to pass (Figure T)

Figure T – HGVs Using Pavement to Pass - Aston



11.19 This policy - and the relevant parts of Policy T2 - will be applied in the context of Policy CO 4 in the Cheshire East Local Plan Strategy. Travel Plans will amongst other things be expected to include measures to mitigate the impact of increased trips generated on the highway network, and financial contributions to road safety and road improvements could be regarded as measures of mitigation. The matters to be considered in the determination of planning applications and the presumption against refusing permission on transport grounds alone (unless the residual cumulative impacts of development are severe) reflects the approach taken in the NPPF. In this context, “residual” means impacts after mitigation has been taken into account.

12. Community Facilities and Infrastructure Policies

The Newhall Neighbourhood Plan has the following objective –

- To improve services and facilities and ensure that infrastructure meets the needs of the residents

POLICY CF1 – COMMUNITY FACILITIES

Proposals for new community facilities or the refurbishment and improvement of existing facilities will be supported, subject to other policies within the Neighbourhood Plan.

Changes of use of community buildings currently providing a community facility to non-community buildings which require planning permission will not normally be supported, unless any replacement use will provide equal or greater benefits to the community, the facility is replaced elsewhere, or it is demonstrated that the facility is no longer required.

- 12.1 Newhall Parish does not have a large number of community facilities, and therefore residents value greatly the few facilities and services that do exist.
- 12.2 Consultation responses during the preparation of the Neighbourhood Plan highlighted a list of things that people would like to see in the village. These included a grocery shop, children's play area, sports facilities, improved car parking, a village hall, recreational area, medical facilities, a café and a post office. These facilities already exist in the adjoining parish of Wrenbury (just a mile and a half from the village of Aston), but can only be reached by car due to the absence of pavements which poses a consequent road safety risk.
- 12.3 Local community facilities within walking distance of home reduce car usage, encourage social cohesion and support local businesses. These are all key indicators of sustainable development. To promote the prosperity of the Parish it is essential that Newhall retains and provides local services that will sustain the vitality of the community. In accordance with sustainable planning principles and reflecting community consultation, this policy seeks to support the existing community facilities and supports the provision of appropriate additional services, should they be proposed. Funding from the New Homes Bonus and Community Infrastructure Levy (CIL) will be used to deliver new and improved community infrastructure, where appropriate.

POLICY CF2 – COMMUNITY INFRASTRUCTURE LEVY AND DEVELOPER CONTRIBUTIONS

Where Cheshire East Council determine that CIL should be levied, Newhall Parish Council will receive 25% of the local levy.

Parish residents have indicated the following clear priorities for local infrastructure improvements:

- Improved road safety, especially for pedestrians and cyclists
- Extended and continuous pavements and footpaths
- Green recreation space available for community use
- Improved foul and surface water drainage
- More reliable electricity supply
- Fast, reliable broadband throughout the parish

12.4 Although the Parish has seen a 40% increase in house building since 2011, there has not been any improvement in infrastructure to help cope with the resultant increase in houses and population. Many comments at the consultation stages of the Neighbourhood Plan raised the issue of specific problems with the local infrastructure and the need for improvements as detailed in policy CF2.

POLICY CF3 – FOUL AND SURFACE WATER DRAINAGE

Development must not increase surface water flooding or overload the foul drainage system. All proposals for new developments should, where possible, incorporate above ground, green, gravity reliant sustainable drainage systems (i.e. no mechanical or electrical based systems) including permeable surfaces for drives and paths.

All new houses shall be connected to a mains sewer as long as:

- a. The mains sewer system can be shown to have capacity for the additional load
- b. The cost of connection to a mains sewer would not render the development unviable.
- c. In cases where mains sewer connection is not an option, the best available technology should be used to manage drainage and protect the surrounding environment.

New development should be designed to maximise the retention of surface water on the development site and to minimise runoff. The approach to surface water drainage should be considered in liaison with the LLFA, the public sewerage undertaker and where appropriate the Environment Agency'.

12.5 Local roads are subject to regular flooding impeding pedestrian and vehicle access, causing hazardous driving conditions and damaging property. (Figure U) Development which impacts the natural drainage systems will inevitably lead to increased surface water and increase the risk of significant flooding, exacerbated by the flat nature of the area.

This policy aims to reduce the risk of localised flooding whilst also improving the water quality of local waterways, helping to create havens for wildlife.

12.6 Outside of the villages of Aston and Newhall, large areas of the Parish are not served by mains drainage but provide their own septic tank or package treatment plant foul drainage systems. Both villages are served by a mains drainage system but since the installation of the present sewerage system they have expanded significantly, putting stress on the existing system and restricting access for improvements and repairs. This has led to new developments having to install attenuation measures and pumped facilities and, despite this, reports of blockages or smells from the foul drainage system have increased. Unless failsafe measures and designs are installed within new developments, any pumped or attenuated facility has the potential to fail. By requiring developers to connect to mains sewers even if the cost is higher than private sewage treatment solutions, the occurrence of public health dangers will be eliminated.

Figure U – Flooding after 2 hours rainfall in Aston



- 12.7 It is known that 7 to 8 tankers per day have to take sewage away from the sewage treatment plant in Aston to ensure that the plant does not overload. Recent and ongoing large developments in Wrenbury and Aston have only added to the stress on this already fragile facility.
- 12.8 Residents are concerned about the capacity and reliability of the foul water drainage system. In the past these have clogged allegedly due to the disposal of waste into the drains at the large bakery in Aston, causing sewerage overflows in some homes. Residents in the affected areas have serious concerns that the current system cannot cope with the existing load and consequently the addition of approved developments (84 houses) is not sustainable and will result in further significant issues.
- 12.9 One of the aims of the National Planning Policy Framework is to meet the challenge of climate change and flooding. New development should be planned to avoid increased vulnerability to the range of threats arising from climate change.

POLICY CF4 – BROADBAND AND TELECOMMUNICATIONS

The development of advanced high quality communications infrastructure, including high speed broadband, will be supported, subject to:

- a) Development being kept to a minimum consistent with the efficient operation of the network.
- b) Any development being sympathetic to its surroundings and camouflaged where appropriate.

- 12.10 Newhall is a rural parish, with many residents homes some significant distance from key services. The Commission for Rural Communities highlighted in 2010 that the majority of Newhall Parish residents were further away from the key services of a job centre, secondary school, GP, Public House and Post Office than the England average. The lack of safe pedestrian routes to these key services reinforces the importance and value of a high quality communications infrastructure. Super-fast broadband is encouraged throughout the parish so that everyone, particularly the elderly and people with disabilities, can at least have greater access to opportunities and services which are available online.
- 12.11 Concerns were raised at the consultation stages of the Neighbourhood Plan over the poor mobile phone network and slow broadband speeds. According to internet-based coverage websites, mobile phone coverage for voice usage in across the Parish can be patchy. The lack of, and poor quality of, these services have a negative effect on local small businesses, residents who work from home, as well as tourists visiting the area.
- 12.12 A larger than average percentage of Newhall residents work from home. The 2011 census information indicates that 10.1 % of 16-74 year olds work from home, which is higher than the average in England of 3.5%. There is also an increasing demand by business for employees to be able to communicate on a global basis in the evening from home. Having a high quality communications infrastructure is therefore important to help sustain and develop the businesses of these residents
- 12.13 One of the aims of the National Planning Policy Framework is to support high quality communications infrastructure. The NPPF highlights that supporting high quality communications infrastructure is essential for sustainable economic growth, and social wellbeing.

Appendix A - Glossary of Terms

Item/ Acronym	Explanation
Adoption	The procedure by which a plan becomes formal council responsibility. The Neighbourhood Planning Regulations also call this stage 'made' for the purposes of a Neighbourhood Plan.
Allocation	A piece of land that has had a particular use earmarked via a Neighbourhood Plan or Local Plan. This might be for housing, employment or another use such as open space
Amenity Green Space	Amenity Green Space is open land, often landscaped, that makes a positive contribution to the appearance of an area or enhances the quality of the lives of people living or working within the local area. It often provides opportunities for activities such as recreation, and can serve other purposes such as reducing the noise from a busy road.
Biodiversity	The whole variety of life encompassing variations, including plants and animals.
BREEAM (Building Research Establishment Environmental Assessment Method)	BREEAM was first published by the Building Research Establishment (BRE) in 1990, and is the world's longest established method of assessing, rating, and certifying the sustainability of buildings.
Building for Life 12	The industry standard endorsed by government for designing new homes in England, based on 12 key criteria.
Cheshire East Council (CEC)	Cheshire East Council – the local planning authority for Newhall.
Community Facilities	The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.
Community Infrastructure Levy (CIL)	The Community Infrastructure Levy is a charge which local authorities can choose to charge on new developments. The money can be used to support development by funding infrastructure that the council, local community and neighbourhoods want.

Conservation Area	An area designated under Section 69 of the Town and Country Planning (Listed Building and Conservation Areas) Act 1990 as being of 'special architectural or historical interest' the character and appearance of which it is desirable to preserve and enhance. The Aston Conservation Area was designated in 1973 and reappraised in 2008.
Consultation Statement	A document which details when, where and how the public and stakeholders have been consulted, issues that were raised and how they were addressed.
Designated area	The area that a neighbourhood plan addresses.
Designated Heritage Asset	Assets recognised as having national heritage significance and/or benefiting from statutory protection: conservation areas; listed buildings; scheduled monuments; registered parks and gardens; registered battlefields; and World Heritage Sites
Developer Contributions	Developer contributions, also known as planning obligations, can be secured via a section 106 legal agreement or planning condition attached to a planning permission. They help mitigate any adverse impacts generated by new development on infrastructure and facilities
Development Plan	A Development Plan sets out the policies and proposals for the development, conservation and use of land and buildings in a particular local planning authority area. Planning law requires that applications for planning permission must be determined in accordance with the development plan for an area. The development plan comprises of the Cheshire East Local Plan Strategy (Part One), and until the adoption of Part Two of the Local Plan (The Site Allocations and Development Policies Document), the saved policies of the Crewe and Nantwich Local Plan are also relevant. A Cheshire East Minerals and Waste Development Plan document is also being drafted.
Evidence Base	The information and data gathered by local authorities and other plan makers to inform and support the policy approaches to be set out in a Local Plan or Neighbourhood Plan
Examination	Neighbourhood plans are required to pass an examination. This is a test of the plan to ensure that it is compliant or conforms with national planning policy and laws as well as the local plan for the area.

Examiner	This is undertaken by an independent examiner Examiners are usually current or former planning inspectors but may be qualified planning consultants.
Green Infrastructure	A network of multi-functional green space and other environmental features, urban and rural, including both established and new sites – which support natural and ecological processes, and are capable of delivering a wide range of environmental and quality of life benefits for local communities.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Infill development	The development of a relatively small gap between existing buildings
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Key Service Centre	Towns with a range of employment, retail and education opportunities and services, with good public transport. The KSCs are Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.
Land use planning	The planning system largely provides the framework for how land is used and developed. The system aims to make sure land is used in the public interest. It also makes sure that facilities such as roads, schools and sewers are built where they are needed.
Listed Building	A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures.
Localism Act 2011	A major piece of new legislation which includes wide ranging changes to local government, housing and planning. Included in this new Act is the introduction of Neighbourhood Development Plans.
Local Planning Authority	The local authority or council that is empowered by law to exercise planning functions. For Newhall, this is Cheshire East Council.

Local Service Centre	Smaller centres with a limited range of employment, retail and education opportunities and services, with a lower level of access to public transport. The LSCs are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury.
National Planning Policy Framework (NPPF)	The NPPF (National Planning Policy Framework) sets out the Government's planning policies for England and how these are expected to be applied. It was published in 2012 and updated in 2018.
Neighbourhood Plan	In April 2012 the Localism Act 2011 amended the Town and Country Planning Act 1990 introducing new rights and powers to allow local communities to shape new development in their community by preparing a Neighbourhood Plan which can establish general planning policies for the development and use of land in the neighbourhood. Once successfully examined and voted on by residents in a referendum they become part of the development plan for the area.
Non-designated heritage asset	<p>Locally important heritage assets identified by the local planning authority, where there is often a strong local affinity or association:</p> <ul style="list-style-type: none"> • Areas of local archaeological interest (including the areas of archaeological potential and sites of archaeological importance identified in Local Plans) • Buildings of local architectural or historic interest (local list) Locally important built assets not on the local list • Locally significant historic parks and gardens Other locally important historic landscapes
Open Countryside	The open countryside is defined as the area outside the settlement boundaries of those towns and villages in the borough identified as Principal Towns, Key Service Centres, Local Services Centres or villages.
Open Space	Space that is of public value, including public landscaped areas, playing fields, parks and play areas, and also including not just land, but also areas of water such as rivers, canals, lakes and reservoirs, which can offer opportunities for sport and recreation or can also act as a visual amenity or a haven for wildlife

Outdoor Sports Facilities	Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.
Parish Council	Parish councils are the tier of governance closest to the community. Around 30% of England’s population is governed by a parish council, predominantly in rural areas. Parish and town councils are elected bodies and have powers to raise taxes. Their responsibilities vary, but can include provision of parks and allotments, maintenance of village halls, litter control and maintenance of local landmarks. Newhall Parish Council is the Parish Council for the area.
Planning Permission	Formal approval which needs to be obtained from a local planning authority to allow a proposed development to proceed. Permission may be applied for in principle through outline planning applications, or in detail through full planning applications.
Policy	A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.
Public Right of Way (PROW)	A public right of way in the form of a footpath, bridleway, restricted byway, byway open to all vehicular traffic or a public road is a right that can be used by all members of the public.
Referendum	A vote by the eligible population of an electoral area who may decide on a matter of public policy. Neighbourhood Plans and Neighbourhood Development Orders are made by a referendum of the eligible voters within a neighbourhood area.
Residential Amenity	The quality of the living environment for occupants of a dwelling house, including its associated external spaces.
SADPD (Site Allocations and Development Policies Document)	Site Allocations and Development Policies Document. The SADPD is part of the formal Development Plan and will allocate the remaining sites needed for future development and set out further detailed planning policies to be used when considering planning applications. The First Draft SADPD consultation took place between 11 September and 22 October 2018.

Section 106 agreement	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
Setting	The area surrounding a place, a building or feature that contributes to its appreciation/enjoyment
Setting of a heritage asset	The surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance of a heritage asset	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
Steering Group/ Steering Committee	A group of local residents and Parish Councillors who oversaw the preparation of the Newhall Neighbourhood Plan
Strategic Environmental Assessment (SEA)	Strategic Environmental Assessment - A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment.
Sustainable Development	An approach to development that aims to allow economic growth without damaging the environment of natural resources thereby development which 'meets the needs of the present without compromising the ability of future generations to meet their own needs.'
Sustainable Drainage System (SUDS)	Sustainable Drainage System - An artificial drainage solution which reduces and slows the quantity and rate of surface water run off from new development, dealing with it as close to the source as possible.

Transport Assessment	An assessment of the availability of, and levels of access to, all forms of transportation. In relation to a proposed development it identifies what measures will be required to improve accessibility and safety for all modes of travel particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport Statement	A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.
Travel Plan	A plan or long-term management strategy that aims to promote sustainable travel choices, for example, cycling, as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.
Vision and Objective	A vision for the future, along with objectives to achieve the vision, that reflect the consensus view of residents on the nature of future development within the parish. These were largely derived from the Neighbourhood Plan survey and consultation events.
Wildlife Corridor	Strips of land, for example along a hedgerow, conserved and managed for wildlife, usually linking more extensive wildlife habitats.



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