

Poynton with Worth Town Council

Planning and Environment Committee – 17 August 2026

Response to Consultation by Jones Homes on Land to the north of Glastonbury Drive

Poynton Town Council does not support the proposed building of a housing estate on this Green Belt land for the reasons below:

1. The site is part of the Green Belt, so development is contrary to Local Plan policies PG3 (Green Belt) and PG6 (Open Land). Jones Homes have not demonstrated any “very special circumstances” that might justify building in the Green Belt.
2. The ARUP review of the Green Belt in 2015 considered this land as Parcel PY14, described as *“Land north of Glastonbury Drive, west of London Road North and south of Barlowfold.”* With regard to Purpose 2 of the Green Belt as stated in the NPPF: Prevent neighbouring towns merging into one another, ARUP concluded that this site makes a Major Contribution, noting that: *“The parcel forms part of a narrow gap between Poynton and the Greater Manchester urban area (Hazel Grove). Removal of this parcel would compromise the openness of the Green Belt between Poynton and the conurbation. The reduction in the gap would be particularly noticeable as the eastern edge of the parcel is adjacent to the main route between Poynton and Hazel Grove.”*
3. The ARUP review also noted that Parcel PY14 makes a Significant Contribution to Purpose A of the Green Belt, as it checks the unrestricted sprawl of large built-up areas. The report notes *“The parcel plays a very important role in preventing ribbon development extending along London Road North and does not have strong boundaries to the west and north.”*
4. Since ARUP reported in 2015, the strategic importance of this parcel of land has increased. The draft Stockport Local Plan has identified several areas of open land on the southern edge of Hazel Grove for development. This land in Stockport MBC is directly north of PY14, so its development will materially reduce the gap between the built-up areas of Hazel Grove and Poynton. The importance of the site in preventing the two towns from merging has therefore increased since 2015. An updated assessment will conclude that the contribution of parcel PY14 to preventing neighbouring towns from merging has therefore increased.
5. Development sites in the Stockport Local Plan bordering Poynton to the north include HOM 2.19 Jacksons Lane West (170 houses), HOM 2.20 Jacksons Lane East (270 houses) and HOM 2.37 Norbury Hall / Land off Chester Road (Hazel Grove) (300 houses). The latter site is directly north of parcel PY14. Site HOM 2.26 Dairyground Farm, Bramhall (500 houses) directly abuts the border with Poynton to the north-west. It can be seen that Stockport Council’s planned developments will reduce significantly the existing gap between the built-up areas of Poynton and Hazel Grove and Bramhall.
6. As the site is confirmed by the professional ARUP review as making a Significant Contribution to purpose 1 and a Major Contribution to Purpose 2 of the Green Belt, preventing neighbouring towns from merging into one another, the site is not part of the so-called grey belt and should be protected from development.

7. Highways - the development would increase traffic at the existing unsatisfactory junction of Glastonbury Drive and London Road North. There is a particular risk to traffic turning right (towards the centre of Poynton), which has to wait in the centre of the carriageway for a gap in traffic driving south from Hazel Grove.
8. Flood Risk - the Environment Agency's Flood Risk Map shows that the site is at severe risk should there be a breach in the dam at the nearby Poynton Pool (a reservoir). Cheshire East considers this flood risk sufficient to want to make various changes to the dam at great expense, so clearly the site is unsuitable for development (see application 23/4152M). The Planning Officer's report for 23/4152M stated "Poynton is a high-risk dam, with risk of overtopping ...". Building houses in an area at direct risk of flooding is contrary to Local Plan policy SE13 (Flood Risk and Water Management).
9. The government's approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. This means avoiding, so far as possible, development in current and future medium and high flood risk areas (considering all sources of flooding).
10. The site is located within an area at risk of reservoir flooding from Poynton Pool, which is a high risk reservoir. Whilst there are proposals to improve the flood resilience and safety of the reservoir, the risk of flooding to the site would remain. As the area is at risk of flooding and the flood risk is a strong reason to refuse the proposal the land is excluded from being grey belt, and the proposal is inappropriate development in the Green Belt. The proposal is therefore contrary to Policies PG3 and SE13 of the Cheshire East Local Plan Strategy (adopted 2017), Policy ENV16 of the Cheshire East Site Allocations and Development Policies Document (adopted 2022) and paragraphs 143, 154, 155, 174 and 175 of the National Planning Policy Framework (2025).
11. London Road North has a very limited bus service (bus 891) – one bus a day in each direction, Monday to Friday on school days only. The site is at least 0.6 mile from the nearest food shop (Aldi on London Road South). Access would inevitably be by private car. The application is therefore contrary to Policy CO1 of the Local Plan. The development would also not be in a sustainable location and is contrary to paragraph 155(c) of the Framework. The proposal is therefore inappropriate development in the Green Belt.
12. There is also additional harm to the Green Belt arising from conflict with Green Belt purpose C – safeguarding the countryside from encroachment. The ARUP Review confirmed that the site makes a Major Contribution to Purpose 3, noting: that *"The brook on the western boundary and driveway to the north do not provide robust boundaries to prevent further encroachment in the future. ... the land remains open in character, relatively divorced from the urban area, and plays an important role in safeguarding the countryside from encroachment."*
13. There are mature trees along Poynton Brook and along the site boundary with Glastonbury Drive. The proposed development would lead to significant loss of trees, contrary to Local Plan Policy SE5 (Trees, Hedgerows and Woodlands).
14. Impact on Wildlife and Protected Species: Development of the site will also lead to a loss of habitat for wildlife, including protected species such as bats. It would be contrary to SADPD Policies ENV1 (Ecological network) and ENV2 (Ecological implementation).

15. The land north of Glastonbury Drive has been identified in the Cheshire East Site Allocations and Development Policies Document as Site PYT2. This site is allocated for sports and leisure development, subject to a planning obligation for the relocation and redevelopment of existing facilities at the Poynton Sports Club site. With the site unsuitable for housing or commercial development due to the high flood risk, playing fields may be a suitable alternative.
16. **Conclusion:** Very special circumstances to permit development in the Green Belt do not exist. The application does not comply with Local Planning policies, including:
- Cheshire East Local Plan: SD1 and SD2 (Sustainable development), SE1 (Design), PG3 (Green Belt), PG6 (Open Countryside), SE3 (Biodiversity), SE4 (Landscape), SE5 (Trees, Hedgerows and Woodlands), SE13: Flood risk and water management and CO1: Sustainable travel and transport.
 - Poynton Neighbourhood Plan: HOU7 (Environmental Considerations), EGB1 (Surface water management), EGB3: (Natural and Historic Environment), EGB7 (Landscape Enhancement), EGB8 (Protection of Rural Landscape Features) and EGB9 (Nature Conservation).
 - Cheshire East Site Allocations and Development Policies Document (SADPD) policies: GEN 1 (Design principles), PG9 (Settlement boundaries) PG11 (Green Belt boundaries), ENV1 (Ecological network), ENV2 (Ecological implementation), ENV 3 (Landscape character), ENV5 (Landscaping), ENV6 (Trees, hedgerows and woodlands), ENV16 (Surface water) and INF3: Highways safety and access.