

## **1.0 Introduction**

This paper should be read as an addendum to the Sports Needs Assessment (SNA) dated February 2021, which was undertaken to provide guidance on the new Garden Village (TGV) in Handforth, in respect of sports facility provision. The SNA has evolved over several years and has been used as a basis for the masterplan, scheme development and the schedule of s106 contributions towards sport, arising from the TGV development.

The SNA provides an overview of needs and incorporates the application of the key Council Strategies (*Playing Pitch Strategy (PPS)* and *Indoor Facility Strategy*) and consultation with Cheshire East Council (CEC), Sport England and national governing bodies of sport (ngbs).

This addendum seeks to address the consultation comments provided by Sport England in their response to the SNA dated 7/02/2021 and draws upon the findings of the latest CEC Strategies and further discussions with the Council, Sport England and the ngbs to address the comments and update the findings and schedule of contributions as appropriate.

## **2.0 Overview**

In broad terms the Sport England and ngb comments were supportive of the SNA findings and the schedule of contributions proposed.

The main comments centred around the need to update the assessment with the latest PPS findings, a number of minor queries from the ngbs which flow from this, the requirement for further detail, particularly in respect of technical and design issues, and the need for the SNA to address the issue of the Model Flying Club on the site.

This paper seeks to address these issues.

## **3.0 PPS update**

The SNA was updated in February 2021, before the latest issue of the Council's PPS in May 2021. The PPS Assessment and Strategy Report (May 2021) have now been updated and reflect the latest iteration. There are no changes to the Indoor Sports Facility Strategy, although the Council are embarked on a wider strategic review of sport and recreation, which may impact on findings in respect of TGV in the future.

Discussions with the Council in advance of the updated PPS had suggested that in relation to Wilmslow the need for additional 3G provision in the area was likely to be included as a recommendation, with TGV being identified as a potential site. This alongside the change in the status of the on-site school from primary to through school had prompted the increase in size of the 3G on TGV from a three-quarter pitch to a full-size floodlit 3G. As set out below the changed recommendation was not included in the latest PPS draft.

The updated *sport by sport* key issues and recommendations from the PPS for Wilmslow are set out below.

### **Football Summary**

- There is a current shortfall of two match equivalent sessions on adult pitches and this remains the case when taking into account future demand.
- There is a current shortfall of two match equivalent sessions on youth 11v11 pitches and this increases to 2.5 match equivalent sessions when factoring in future demand.
- There is a current and shortfall of three match equivalent sessions on youth 9v9 pitches.
- There is minimal current and future spare capacity on mini 7v7 pitches equating to 0.5 match equivalent sessions.
- Mini 5v5 pitches are played to capacity both currently and when factoring in future demand.

- Overplay is evident at Jim Evison Playing Fields and Upcast Lane.
- Changing facilities servicing Upcast Lane and Jim Evison Playing Fields are considered to be poor quality.
- There are three providers that currently do not allow for community use of some or all of their football pitches.
- There is current training demand for one full size 3G pitch and future demand for two despite none currently being provided.

### **Recommendations**

- Improve pitch quality to alleviate overplay, reduce shortfalls and increase future capacity, especially at key sites such as Wilmslow High School and Jim Evison Playing Field.
- Monitor existing investment into pitches to fully assess the impact it has had on quality, capacity and usage and carry out feasibility studies at priority sites that have not already undergone improvements to better understand how quality can be enhanced.
- Enable use of currently unavailable sites in order to further reduce shortfalls and build future capacity.
- Improve changing facilities at Upcast Lane and Jim Evison Playing Fields and seek, as a minimum, to sustain quality of facilities at other sites.
- Ensure continued security of tenure for clubs with lease arrangements in place and explore suitability of other, large, development-minded clubs that could be appropriate for asset transfer.
- Pursue community use agreements at currently unsecure sites, particularly in relation to educational facilities.
- Identify potential sites to provide full size 3G pitches (e.g. Wilmslow High School and Jim Evison Playing Fields).
- If 3G pitches are provided, ensure sinking funds are in place for long-term sustainability and administer FA testing so that competitive matches can be hosted.

### **Cricket**

#### **Summary**

- There are five grass wicket cricket squares (all available for community use) and two standalone non-turf wicket squares.
- All grass wicket squares are assessed as good quality, whilst the NTP at the Rectory Field (Wilmslow Cricket Club) is poor quality.
- Wilmslow CC is currently without practice nets, whilst Alderley Edge CC is looking to acquire a mobile net and a bowling machine to aid its training.
- No actual spare capacity exists on Saturdays or Sundays, whilst 23 match equivalent sessions exists during midweek for junior cricket.
- The Rectory Field (Wilmslow Cricket Club), Lindow Cricket Club and Wilmslow Phoenix Sports Club are overplayed by six, 29 and 11 match equivalent sessions, respectively.
- For senior cricket, there are current and future shortfalls on both Saturdays and Sundays amounting to 27 match equivalent sessions.
- For junior cricket, there is an overall shortfall equating to 23 match equivalent sessions currently and 31 match equivalent sessions when accounting for future demand.

### **Recommendations**

- Sustain quality of grass wicket squares and ensure maintenance is appropriate.
- Support Wilmslow CC and Alderley Edge CC in their need for practice provision to be provided/enhanced.
- Alleviate overplay at Wilmslow Phoenix Sports Club and Lindow Cricket Club through the installation of NTPs.
- Alleviate overplay at the Rectory Field (Wilmslow Cricket Club) through replacing the NTP and ensuring greater utilisation.
- Ensure clubs can fulfil their future demand aspirations.

## **Rugby union**

### **Summary**

- There are four senior and one junior rugby union pitch available for community use across two sites (Jim Evison Playing Fields and Memorial Ground).
- Jim Evison Playing Fields contains pitches assessed as poor quality and Wilmslow RUFC reports that the changing facilities servicing the site require modernisation.
- Both pitches at Jim Evison Playing Fields have actual spare capacity amounting to 0.5 match equivalent sessions each.
- All pitches at Memorial Ground (Wilmslow Rugby Club) are played to capacity.
- Overall, spare capacity currently exists amounting to one match equivalent session; however, future demand negates this.

### **Recommendations**

- Improve quality to ensure future capacity through installing drainage systems and/or improving maintenance at Jim Evison Playing Fields and Memorial Ground (Wilmslow Rugby Club).
- Consider installation of additional floodlighting at Memorial Ground (Wilmslow Rugby Club) to ensure no future capacity issues or explore options to provide the Club with access to a World Rugby compliant 3G pitch.
- Improve changing facilities at Jim Evison Playing Fields.
- Retain and improve currently unavailable pitches at Wilmslow High School for curricular and extra-curricular use and explore community use aspects to build future capacity.

## **Hockey**

### **Summary**

- There are three full size hockey suitable AGPs.
- Pitches at the Edge Hockey Centre and Wilmslow High School are in use by Alderley Edge HC whilst the pitch at Wilmslow Phoenix Sports Club is in use by Wilmslow HC.
- Pitches at both Wilmslow Phoenix Sports Club and the Edge Hockey Centre are assessed as good quality; the pitch at Wilmslow High School is poor quality.
- Wilmslow HC exports demand to Cheadle Hulme School in Stockport due to a lack of capacity on pitches within Cheshire East.

### **Recommendations**

- Protect all AGPs for continued hockey use.
- Resurface the pitch at Wilmslow High School in the near future to improve quality and to sustain usage.
- Encourage sinking funds to be put in place for long-term sustainability.
- Ensure security of tenure at Wilmslow High School through a community use agreement.
- Consider installation of a second pitch at Wilmslow Phoenix Sports Club to better cater for Wilmslow HC's demand, to be informed via the creation of a masterplan for the site.

## **Lacrosse**

### **Summary**

- There are four pitches located at Wilmslow Phoenix Sports Club.
- The pitches are used by Wilmslow Lacrosse Club and are rated as standard quality.
- It is considered the Club has enough provision to accommodate both current and future demand.

### **Recommendations**

Protect pitches at Wilmslow Phoenix Sports Club for continued lacrosse use and, as a minimum, sustain quality

#### 4.0 ngb comments

In reference to the PPS, one of the key comments on the SNA was in respect of the strategic rationale for a full-size 3G at the TGV site, given it did not feature in the May 2021 version of the PPS. Further consultation with the Council and ngbs has concluded however, that at this point a full-size 3G pitch should remain as part of the TGV proposal.

It is viewed as important in the context of the site being an *exemplar*, furthermore it is evident that there is significant demand for 3G provision in the Wilmslow area and whilst various schemes have been proposed, none have progressed and indeed it is considered that 3G demand will only increase even if the currently identified schemes are delivered.

The need for additional 3G provision in Wilmslow over and above that which is currently identified in the PPS is therefore considered to be a likely future requirement. In this respect it is therefore considered that a full-size 3G floodlit pitch should remain an element of the TGV mix. This should however be reviewed on an on-going basis as supply and demand for 3G pitches evolves in the Wilmslow area.

The RFU commented about the potential for any full-size 3G at TGV to incorporate a *shock-pad* to make it compatible for rugby use and be World Rugby Compliant (WRC). The RFU also noted the close proximity of both Manchester Rugby Club and Stockport Rugby Club across the Cheshire East Border as potential users of a World Rugby Compliant (WRC) 3G at TGV and as potential recipients of s106 monies for rugby.

In relation to ensuring any 3G pitch at TGV is WRC, there is currently on-going work at both Wilmslow RFC (the Memorial Ground) and Jim Evison Playing Fields to consider the provision of 3G pitches, which may also be WRC. Should these both come to fruition the requirement for the pitch at TGV to also be WRC may be reduced, given there is likely to be a reduced demand. In this scenario it is likely that usage may come from the clubs identified across the border.

The RFU accept that there may be question marks around the sustainability of another WRC pitch at TGV, given the above scenario, unless Manchester and Stockport rugby clubs have an interest in using such provision and secure appropriate community use agreements. All proposed 3G pitches should present sound business plans prior to receiving support, as they need to be sustainable for multiple sports. Making any 3G pitch at TGV WRC should therefore be considered at a later date as part of any technical specification and in the context of supply and demand at the time.

The request by the RFU for consideration of cross-border s106 contributions is not considered appropriate by the Council. It is accepted however that alongside Jim Evison Playing Fields (currently identified to benefit from off-site rugby contributions, given its status as a *hub-site*), that rugby contributions should be equally routed to Wilmslow RFC (the Memorial Ground), where the RFU consider there will be greater return on investment in terms of rugby outputs. Reference has been changed (see table 6.1) to acknowledge the potential for both sites to benefit, depending on circumstances at the time. It should be noted that there is currently a feasibility study taking place for investment at Jim Evison, which may include rugby.

Cricket comments are positive, with the levels of contributions accepted and priorities to be identified at the time.

Hockey is keen to ensure that the SNA is clear that investment should be channelled towards a second artificial hockey pitch in the Wilmslow area at either Wilmslow Phoenix Sports Club or Wilmslow High School, in-line with the most up to date PPS at the time. Plus, improvements to the existing Wilmslow HS sand-based pitch. In both scenarios Wilmslow Hockey Club, should be the key partner.

The updated PPS and ngb comments have been incorporated into the updated off-site and on-site tables set out in section 6.

## **5.0 Design / technical issues**

Sport England's response also included comments on technical and design issues.

Sport England have accepted that the provision set out in the SNA is *exemplar* and appropriate for outline application purposes but requested consideration be given to additional measures via design coding and at the reserved matters stage(s), namely:

- Consideration be given to the height of the indoor hall space in the proposed village / school hall to meet the needs of the widest range of sports, including badminton.
- Informal kickabout areas (circa 0.2ha) to be included within the Green Infrastructure plan.
- Running/walking trails (e.g., cross-country course for the school), outdoor gyms, boot camp areas, etc also be included within the Green Infrastructure, with information boards/waymarking and distances/times.

Sport England also comment that the above issues should be considered as part of an overall *Active Design* concept for the site.

The suggested additions are considered to be not too onerous space-wise so will be relatively straightforward to incorporate into the detailed landscape design. Further details on this will come forward within the *Village Heart* character code, which is also secured by condition. This approach fits with Sport England's request to incorporate their suggestions into design codes or reserved matters.

The approach adopted towards these issues is therefore to factor these requirements into the play/landscape conditions rather than update the Green Infrastructure Plan and Design Codes. The Sport England advisory points will therefore be secured by condition and delivered as part of the detailed landscape design and play strategy at the reserved matters (RM) stage. The details will also be informed by the Character Area Codes to be prepared and approved, and complied with at RM stage.

Sport England also commented on the requirement for community use to be a fundamental part of proposals at TGV. This is understood and acknowledged, as set out in table 6.1.

## **6.0 Updated on-site and off-site provision**

Based on Sport England and ngb comments and subsequent discussions with the Council and ngbs, set out overleaf is the updated table from the SNA of the on-site and off-site provision proposed for TGV.

**Table 6.1 - On-site and Off-site Provision**

| Recommended On-site Provision  | Recommended Off-site Provision   |
|--|--|
| <ul style="list-style-type: none"> <li>• Indoor Community Hub Facility developed co-located with the new Community / Village Hall (and potentially within the school buildings outside of school hours) at the heart of TGV</li> <li>• Indoor community elements to incorporate:               <ul style="list-style-type: none"> <li>○ Indoor flexible sport and recreation space for a range of physical activity classes and programmes, equivalent to two badminton court size</li> <li>○ Meeting and social areas to be incorporated as part of the above building design.</li> </ul> </li> <li>• Further indoor hall space provided as part of through school proposal circa 3-badminton courts.</li> <li>• Hall height to ensure maximum sports usage and to meet the needs of badminton.</li> <li>• After-hours community use to be written into the Academy contract for use of indoor space after hours and shared use of pitches.</li> <li>• It is understood that the establishment of a formal Community Use Agreement (CUA) will be a CEC and Sport England condition.</li> <li>• Changing facilities to service outdoor pitch needs to be developed as part of through school design or in separate changing block (£658,611 allocated though s106).</li> <li>• Grass pitch area incorporating as a minimum area for 1 adult grass football pitch; youth and mini flexibility in layout, with appropriate run-offs.</li> <li>• The grass field area to double as outside flexible grass space for the school activities. Plus playground hard standing.</li> <li>• In addition to the grass area 1 full size floodlit 3g, with fencing. Consideration be given to making the pitch WRC at a later date.</li> <li>• Informal kickabout areas (circa 0.2ha) to be included within the Green Infrastructure plan. Running/walking trails (e.g. cross-country course for the school), outdoor gyms, boot camp areas, etc also be included within the Green Infrastructure, with information boards/waymarking and distances/times.</li> <li>• The above issues should be considered as part of an overall Active Design concept for the TGV site.</li> <li>• Maintenance and life-cycle provisions to be delivered by the Stakeholder Organisation benchmarked against the PPC findings.</li> </ul> | <p><b>Indoor</b></p> <ul style="list-style-type: none"> <li>• Off-site contribution of £205,000 to be delivered at Wilmslow Leisure Centre.</li> <li>• Based on recognition of impact of growth on existing infra-structure, priorities identified in IBFS for WLC and CEC discussions.</li> </ul> <p><b>Cricket</b></p> <ul style="list-style-type: none"> <li>• As a baseline for contributions towards off-site cricket provision £145,343</li> <li>• £101,325 for cricket changing facilities.</li> <li>• £29,350 life-cycle costs per annum over a period of 10-years</li> <li>• Cricket priorities to be identified in discussion with the ECB based on priority needs at the time identified in the PPS.</li> </ul> <p><b>Hockey</b></p> <ul style="list-style-type: none"> <li>• Contributions towards off site hockey pitch £64,805.</li> <li>• £16,887 towards changing facilities.</li> <li>• £2,009 life-cycle costs per annum over a period of 10-years.</li> <li>• Investment should be channelled towards either a second (new-build) pitch at Wilmslow Phoenix Sports Club or Wilmslow High School, plus improvements to the existing surface at Wilmslow High School to enable greater use.</li> <li>• In both scenarios Wilmslow Hockey Club, should be the key partner.</li> <li>• Priority to be identified in line with PPS and in discussion with EH at the time of development, in-line with the latest PPS.</li> </ul> <p><b>Rugby Union</b></p> <ul style="list-style-type: none"> <li>• Contributions towards off-site rugby union £43,336.</li> <li>• £67,550 towards changing facilities.</li> <li>• £9,274 life-cycle costs per annum over a period of 10-years.</li> <li>• Priority investment at Jim Evison Playing fields in line with its status as a hub site. Needs of Wilmslow RFC and the Memorial Ground also considered alongside, dependent on developments at Jim Evison.</li> <li>• Priority to be identified in line with PPS and in discussion with RFU at the time of development.</li> </ul> |

## **7.0 Model Flying**

### **Introduction**

The Smithy Model Flying Club are a long-established model flying club located just off the A34 outside Handforth on the proposed TGV site. The club has a total of circa 54 members flying different types of aircraft, ranging from; *small lightweight electric models, to large petrol models and jet turbine powered models. Members also fly Helicopters of various sizes.* The club is open to non-members who can fly a certain number of times before they must become club members.

The masterplan for the TGV site contained within the adopted SPD identifies new housing within the land currently used by the club. Whilst the new village retains extensive green space, the club's activities cannot be accommodated due to various land use constraints (e.g. incompatible with wildlife habitats and close proxy to new housing).

This has led to the need for the club to cease use of the site at some time in the future to accommodate the TGV proposals.

The adopted site allocation (LPS 33) and adopted SPD establish the extent, mix and disposition of land uses and green space across the site. They do not require the retention or relocation of the flying club. Model flying is also not acknowledged as a core sport in the adopted Local Plan Strategy or a priority in the Council's Playing Pitch Strategy (PPS) and Built Facility Strategies.

Having said this it is understood that model flying is a recognised sport according to Sport England and is therefore subject to consideration under the National Planning Policy Framework (NPPF).

### **Planning Policy**

The National Planning Policy Framework (NPPF) Paragraph 98 requires planning to be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision.

Furthermore, National Planning Policy Framework (NPPF) Paragraph 99 states that:

*'Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:*

- *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- *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*
- *the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use.'*

It is acknowledged that the use of the site as a location for model flying means that it falls under the above guidance. The area and the associated ancillary facilities are therefore safeguarded to meet needs unless it can be shown that one or more of the above exception criteria could apply. It should be noted that there are no ancillary facilities other than the field area and a *proportionate* approach should be given to any assessment given the context set out.

Sport England published two guidance documents in 2013 for how NPPF compliant needs assessment work should be undertaken, The Assessing Needs and Opportunities Guide (ANOG) and the Playing Pitch Strategy Guidance (PPS). Essentially these form the new 'how to do' needs assessments for indoor / outdoor sport and pitch sports in England and represent Sport England's response to the NPPF.

The ANOG methodology is used to assess the need for outdoor / indoor / built facility provision (not including pitch sports) and has therefore been used, on a proportionate basis for this assessment.

### **Assessing Needs and Opportunities Guide (ANOG)**

Assessing Needs and Opportunities Guide (ANOG) has been developed by Sport England and sets out an approach to undertaking needs assessment for sport and recreation facilities, in order to be compliant with the NPPF. This comprises the following elements:

- **Quantity** - what facilities and how many there are in the area?
- **Quality** - how good they are?
- **Accessibility** - where they are located?
- **Availability** - how available they are?

Applying the ANOG approach to the Smithy Model Flying Club and the catchment area reveals the following.

#### **ANOG analysis**

There are 17 Model Aircraft Clubs within a 15-miles (20-minutes) catchment area of the Smithy Model Flying Club site, including Smithy.

As there are no recognised catchment areas for Model Flying, 20-minutes is considered reasonable as this is a common catchment area used for specialist sports / provision.

The table overleaf provides an overview of the alternative clubs in the catchment with an analysis against the ANOG criteria.

**Table 7.1 – Alternative Model Flying Clubs in the Smithy catchment**

| Club Name   | Quality   | Accessibility   | Availability   | Comment  |
|---|---|---|--|--|
| <b>Bramhall Area Soaring and Slope Soaring Society (BATS)</b> | <ul style="list-style-type: none"> <li>British Model Flying Association (BMFA) Affiliated Club.</li> <li>Established in 1978 in the South Manchester area with the aim of enjoying and promoting silent radio control model flying.</li> <li>Thermal soaring, both pure gliders and electric powered models, and slope soaring are the core activities of the club.</li> <li>Also offer facilities for the growing interest in sport electric models; with some limitations on noise and size, as well as a venue for indoor radio control during the winter months.</li> <li>No facilities for the flying of internal combustion e.g., glow plug and diesel powered aircraft or rotary wing craft e.g. helicopters and multi-rotors, so not all of Smithy activities could be accommodated by BATS.</li> </ul> | <ul style="list-style-type: none"> <li>2 miles from the Smithy site.</li> </ul> | <ul style="list-style-type: none"> <li>New members are welcome so there appears to be capacity.</li> <li>The current 2020 club subscription is £22 per year, plus the BMFA membership/insurance fee of £38, so price does not appear to be a barrier.</li> </ul> | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> <li>Not all Smithy activities could be accommodated at BATS.</li> <li>However there appears to be potential to accommodate electric models.</li> <li>Less than 2-miles from the Smithy site, with open membership and reasonable prices, which should not deter membership.</li> </ul> |

| Club Name                              | Quality   | Accessibility   | Availability  | Comment  |
|--|---|---|---|--|
| <b>East Cheshire Model Flying Club</b> | <ul style="list-style-type: none"> <li>British Model Flying Association (BMFA) Affiliated Club.</li> <li>Radio control model flying club based on the Bollington / Macclesfield border.</li> </ul>                                | <ul style="list-style-type: none"> <li>6 miles from the Smithy site</li> </ul>    | <ul style="list-style-type: none"> <li>Open and accessible, offer a free dual control flying session to anyone interested in taking up the hobby / sport.</li> <li>Also open to new members.</li> </ul> | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> <li>Less than 6-miles from the Smithy site, with open membership, covering most aspects of the Smithy club offer, potential to accommodate any displaced members.</li> </ul>                                     |
| <b>Hough End Model Aircraft Club</b>   | <ul style="list-style-type: none"> <li>British Model Flying Association (BMFA) Affiliated Club</li> <li>Fly from Hough End Playing Fields near Chorlton, Manchester.</li> <li>Cover similar categories to Smithy.</li> </ul>      | <ul style="list-style-type: none"> <li>6.5 miles from the Smithy site.</li> </ul> | <ul style="list-style-type: none"> <li>The club welcome everyone from aged 10 upwards. No experience is necessary.</li> <li>Also open to experienced flyers seeking membership.</li> </ul>              | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> <li>Less than 7-miles from the Smithy site, with open membership and capacity.</li> <li>Covering similar flying classes to Smithy.</li> <li>Appears to be scope to accommodate any displaced members.</li> </ul> |
| <b>Parkway Model Flying Club</b>       | <ul style="list-style-type: none"> <li>British Model Flying Association (BMFA) Affiliated Club.</li> </ul>  | <ul style="list-style-type: none"> <li>6.5 miles from the Smithy site.</li> </ul> | <ul style="list-style-type: none"> <li>Not known.</li> </ul>  | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> <li>Appears to offer alternative venue for Smithy members.</li> </ul>  |
| <b>Phoenix Model Aircraft Club</b>     | <ul style="list-style-type: none"> <li>PMAC is a BMFA affiliated model flying club based near Chelford in Cheshire.</li> <li>Fly mainly fixed-wing models and currently enjoy a membership of around 28 active flyers.</li> </ul> | <ul style="list-style-type: none"> <li>6.5 miles from the Smithy site.</li> </ul> | <ul style="list-style-type: none"> <li>Small club, open with membership availability.</li> </ul>  | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> <li>Appears to offer alternative venue for Smithy members.</li> </ul>  |

| Club Name                                       | Quality  | Accessibility   | Availability  | Comment  |
|---|--|---|---|--|
| <b>Knutsford and District Model Flying Club</b> | <ul style="list-style-type: none"> <li>British Model Flying Association (BMFA) Affiliated Club.</li> <li>The Club was formed in 1949 and are still based in Tatton Park near Knutsford in Cheshire.</li> <li>Fly a variety of fixed wing models, electric and i.c. powered models, also have an active free flight section.</li> <li>The members generally fly during weekdays all year round when weather and ground conditions allow.</li> </ul> | <ul style="list-style-type: none"> <li>7.5 miles from the Smithy site.</li> </ul> | <ul style="list-style-type: none"> <li>The club welcome new members, from those who might want to try out the activity for the first time through to experienced flyers who may be looking for a cost-effective club within a very attractive setting.</li> </ul> | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> <li>Circa 7-miles from the Smithy site, with open membership and capacity.</li> <li>Covering similar flying classes to Smithy.</li> <li>Appears to be scope to accommodate any displaced members.</li> </ul> |
| <b>Sale Model Flying Club</b>                   | <ul style="list-style-type: none"> <li>British Model Flying Association (BMFA) Affiliated Club</li> <li>Have been in existence since 1974 to promote the sport of building and flying of radio controlled model flying.</li> <li>Fly on land leased from Trafford Borough Council at Banky Meadow, in Ashton-on-Mersey.</li> <li>The club flies all types of powered aircraft and gliders of all shapes and sizes.</li> </ul>                      | <ul style="list-style-type: none"> <li>8.5 miles from the Smithy site.</li> </ul> | <ul style="list-style-type: none"> <li>Large club with 220 members.</li> </ul>  | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> <li>Appears to offer alternative venue for Smithy members.</li> </ul>  |
| <b>Macclesfield Model Flying Club</b>           | <ul style="list-style-type: none"> <li>British Model Flying Association (BMFA) Affiliated Club.</li> </ul>   | <ul style="list-style-type: none"> <li>9 miles from the Smithy site.</li> </ul>   | <ul style="list-style-type: none"> <li>The club welcomes members of all disciplines, fixed wing, helicopter and</li> </ul>  | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> </ul>  |

| Club Name                            | Quality  | Accessibility   | Availability   | Comment  |
|--------------------------------------|--|---|--|--|
|                                      | <ul style="list-style-type: none"> <li>Based in South Cheshire between Congleton and Holmes Chapel in the village of Gleadsmoss.</li> <li>The site offers easy access and parking in the farmer's courtyard then a short walk to the flying strip.</li> <li>Fly throughout the year.</li> </ul>          |   | multi-rotor and can offer trial lessons and instruction through to BMFA Achievement Scheme.  | <ul style="list-style-type: none"> <li>Less than 10-miles from the Smithy site, with open membership and capacity.</li> <li>Covering similar flying classes to Smithy.</li> <li>Appears to be scope to accommodate any displaced members.</li> </ul> |
| <b>Cheshire Model Club</b>           | <ul style="list-style-type: none"> <li>British Model Flying Association (BMFA) Affiliated Club.</li> <li>Cheshire Model Club is a small, friendly model club with a field in High Legh, near Knutsford, Cheshire.</li> <li>Primarily fly fixed wing models, internal combustion and electric.</li> </ul> | <ul style="list-style-type: none"> <li>10.5 miles from the Smithy site</li> </ul> | <ul style="list-style-type: none"> <li>Provide tuition to novices wishing to learn to fly fixed wing models.</li> <li>Location is remote and consequently noise is not a problem.</li> <li>Membership is deliberately kept small so that each member has more time in the air.</li> <li>Membership fees are currently £110 per annum. Members are also required to join the British Model Flying Association.</li> </ul> | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> <li>Membership is open and available but more limited given the desire to restrict.</li> <li>Cover most aspects of Smithy's activities.</li> </ul>                         |
| <b>Dark Peak Model Aircraft Club</b> | <ul style="list-style-type: none"> <li>British Model Flying Association (BMFA) Affiliated Club</li> <li>Dark Peak Model Aircraft Club (DPMAC) is based in Glossop, Derbyshire and was formed in 1984 to</li> </ul>   | <ul style="list-style-type: none"> <li>12 miles from the Smithy site</li> </ul>   | <ul style="list-style-type: none"> <li>Friendly club, open with membership availability.</li> </ul>  | <ul style="list-style-type: none"> <li>Good quality BMFA affiliated.</li> <li>Appears to offer alternative venue for Smithy members.</li> </ul>  |

| Club Name                                    | Quality  | Accessibility  | Availability   | Comment  |
|--|--|--|--|--|
|  | <p>provide a focal point for model flying in the area.</p> <ul style="list-style-type: none"> <li>• Fly Fixed Wing Aircraft, Helicopters, Quad Copters, Slope Soarers and Control-line models.</li> </ul>  |  |  |  |
| <b>Manchester Squadron Model Flying Club</b> | <ul style="list-style-type: none"> <li>• British Model Flying Association (BMFA) Affiliated Club.</li> </ul>   | <ul style="list-style-type: none"> <li>• 12.5 miles from the Smithy site.</li> </ul> | Not known.   | <ul style="list-style-type: none"> <li>• Good quality BMFA affiliated.</li> <li>• Appears to offer alternative venue for Smithy members.</li> </ul>  |
| <b>Oldham Model Aero Club</b>                | <ul style="list-style-type: none"> <li>• British Model Flying Association (BMFA) Affiliated Club</li> <li>• Have a long and rich history dating back to just after WW2</li> <li>• Friendly club, members fly at three sites in the Oldham area on a regular basis.</li> <li>• Welcome flyers from all disciplines and all levels of experience.</li> <li>• Members fly anything from small electrically powered foam models right the way up to large models with internal combustion engines. Also fly various sizes of Helicopters too.</li> </ul> | <ul style="list-style-type: none"> <li>• 13 miles from the Smithy site.</li> </ul>   | <ul style="list-style-type: none"> <li>• Club flying fields are open all year-round during daylight hours.</li> <li>• There is no joining fee and membership costs are very competitive, especially considering the facilities on offer. Offer membership discount for holders of the BMFA 'A' certificate or BPC and for junior members (under 18) there are no annual club fees just the costs of joining the BMFA.</li> </ul> | <ul style="list-style-type: none"> <li>• Good quality BMFA affiliated.</li> <li>• Further afield from Smithy but good open club with access and offering range of similar activities to Smithy.</li> </ul> |
| <b>High Peak Model Aero Club</b>             | <ul style="list-style-type: none"> <li>• British Model Flying Association (BMFA) Affiliated Club.</li> </ul>   | <ul style="list-style-type: none"> <li>• 14 miles from the Smithy site</li> </ul>    | <ul style="list-style-type: none"> <li>• Open and accessible. Provide advice for newcomers to the sport in</li> </ul>  | <ul style="list-style-type: none"> <li>• Good quality BMFA affiliated.</li> </ul>  |

| Club Name                                    | Quality  | Accessibility  | Availability   | Comment   |
|--|--|--|--|---|
|  | <ul style="list-style-type: none"> <li>• Fly radio control model aeroplanes or helicopters, especially in the Derbyshire, Staffordshire and Cheshire Areas.</li> <li>• Membership has an age range of 11 to 70+, drawn from a radius of about 20 miles around Buxton in Derbyshire.</li> <li>• The sport is an all-the-year-round activity involving the building and flying of model aircraft, which are controlled by radio and flown in the same way as their full-size equivalents.</li> <li>• Also have access to a number of slope soaring sites in the area for members to use for silent glider flight.</li> </ul> |  | <p>all aspects of building and equipping models, buying equipment, and when ready for the air, training with Club instructors.</p> | <ul style="list-style-type: none"> <li>• Further afield from Smithy but good open club with access and offering range of similar activities to Smithy.</li> </ul>                           |
| <p><b>Whitefield Model Aircraft Club</b></p> | <ul style="list-style-type: none"> <li>• British Model Flying Association (BMFA) Affiliated Club</li> <li>• The Whitefield Model Aircraft Club was founded in 1941 and is registered with the BMFA</li> <li>• Traditional model aeroplane club, which</li> </ul>   | <ul style="list-style-type: none"> <li>• 14 miles from the Smithy site.</li> </ul> | <ul style="list-style-type: none"> <li>• Welcome and opening club.</li> </ul>  | <ul style="list-style-type: none"> <li>• Good quality BMFA affiliated.</li> <li>• Further afield from Smithy but good open club, although not all Smithy activities are covered.</li> </ul> |

| Club Name                               | Quality   | Accessibility  | Availability  | Comment  |
|---|---|--|---|--|
|   | <p>encourage all forms of model flying from build it yourself to ready made foam models both indoors and out.</p> <ul style="list-style-type: none"> <li>• Currently meet at the Parrenthorne Sports Centre on the last Friday of each month during the winter/ spring and enjoy an informal chat and indoor flying.</li> <li>• When the weather improves fly from a number of local sites, our power field being noise sensitive we encourage quiet models, generally electric. We also have access to local slope soaring sites.</li> </ul> |  |   |  |
| <p><b>South Cheshire RC Society</b></p> | <ul style="list-style-type: none"> <li>• British Model Flying Association (BMFA) Affiliated Club</li> <li>• SCRCS model flying club has been operating for over 40 years and is based near Middlewich in Cheshire.</li> <li>• The club has approximately 60 members and is a welcoming and friendly club whose members span all ages, those with flying experience through to</li> </ul>  | <ul style="list-style-type: none"> <li>• 15 miles from the Smithy site.</li> </ul> | <ul style="list-style-type: none"> <li>• Club focusses on providing a model flying environment which is relaxed and sociable whilst being safe and well organised.</li> <li>• Fly from a level grass strip at a field near Middlewich and the strip is well maintained and mown/ rolled frequently throughout the flying season to give a facility that's suitable for a wide variety of models.</li> </ul> | <ul style="list-style-type: none"> <li>• Good quality BMFA affiliated.</li> <li>• Further afield from Smithy but good open club with access and offering range of similar activities to Smithy.</li> </ul> |

| Club Name                                 | Quality  | Accessibility  | Availability   | Comment  |
|---|--|--|--|--|
|   | <p>newcomers and returners to the hobby.</p> <ul style="list-style-type: none"> <li>• Predominantly a fixed wing club and fly a broad mixture of models from small foam ARTF's up to some quite substantial models built in the traditional way from kits or plans.</li> <li>• Electric and IC powered models are welcome and have access to 365 days a year flying</li> </ul>   |  | <ul style="list-style-type: none"> <li>• Annual membership fee is very competitive and currently don't charge a joining fee for new members.</li> <li>• Newcomers to the hobby of all ages and abilities are welcome.</li> </ul> |  |
| <p><b>Tyldesley Model Flying Club</b></p> | <ul style="list-style-type: none"> <li>• British Model Flying Association (BMFA) Affiliated Club</li> <li>• Founded in 1966, the club has grown and now offer sophisticated radio control guidance systems powered by lightweight, high performance internal combustion engines, miniature gas turbines and powerful electric motors.</li> <li>• Tyldesley MFC is a club steeped in history with modelling greats through the 1970's such as its giant Halifax and Lancaster Bombers, its radio Controlled Concorde and its large display team.</li> </ul> | <ul style="list-style-type: none"> <li>• 15 miles from the Smithy site.</li> </ul> | <ul style="list-style-type: none"> <li>• At this time club membership is open to applicants of all abilities and prospective members.</li> </ul>   | <ul style="list-style-type: none"> <li>• Good quality BMFA affiliated.</li> <li>• Very well regarded and established club.</li> <li>• Further afield from Smithy but good open club with access and offering range of similar activities to Smithy.</li> </ul> |

| Club Name | Quality  | Accessibility | Availability | Comment |
|-----------|--|---------------|--------------|---------|
|           | <ul style="list-style-type: none"><li>More recently the club is well known across the country for the winning performances of its active membership at competitions, Fly-Ins and displays nationwide and its regular features in the national aeromodelling press.</li></ul> |               |              |         |

## Summary

What is evident from the ANOG analysis set out in the previous table, is that there is a good level of alternative **quantitative level** of provision in the catchment where displaced members could reasonably access model flying opportunities.

Whilst the Smithy Club may not be able to function as a club, unless an alternative site is secured (see below), it is evident that there appears to be numerous opportunities for displaced members to continue their activities at other sites and clubs in a reasonable catchment.

This would be dependent on where members lived in relation to alternative club choices. Whilst this may not be a preferable option for members, in planning terms, the analysis illustrates that there are choices, which can be made, which will not result in displaced users or members not being able to access alternative opportunities.

The **quality** of the alternatives also appears good, with all alternatives affiliated to the BMFA, with appropriate insurances and health and safety procedures ensuring a safe and high-quality experience. Whilst all clubs have different categories of flying, in the main the majority appear to offer similar opportunities to the Smithy Club.

There are 8 clubs, less than 10 miles, 15-minutes drivetime of the Smithy site. All of these would appear to be **accessible** to Smithy members to accommodate most if not all the flying categories. New members are welcome at all of the clubs. Further afield there are another 8 clubs, which appear equally open and accessible and could meet member needs who currently travel to Smithy from further afield.

All clubs appear to be open to new members and people enjoying opportunities on a casual basis, there does not appear to be any cost barriers and indeed most clubs appear to enjoy all year-round flying opportunities, so restrictions appear limited.

There therefore appears to be capacity and **availability** in the catchment to absorb the members, which may be displaced. Indeed, it is understood that current Smithy members may already be members of other clubs.

## Club re-location option

Despite the analysis set out above the Council have been working with the club to seek to find an alternative site. The criteria set out below were provided by the club for the site search:

- The land required is an approximate size of a football pitch in order for the model aircraft to take off and land. Could manage with a smaller area i.e., a-cross or circle which can be farmed around if necessary.
- To prevent any noise nuisance it should ideally be 300 metres (preferably 500 metres) away from residential properties and overhead powerlines or cabling.
- Club members will be prepared to work the land flat so do not discount land based on its terrain as being unsuitable.
- The land must be accessible by vehicles and accessed by a lawnmower in order to cut the grass and enable members to be able to park their cars safely.

After a review of the Councils assets, two sites were identified that matched some of the club requirements. Unfortunately, the Council could not match all the criteria on the clubs list.

Upon review by the club, the site situated just off the A34 was identified as not being suitable due to its close location to the road and size of field. It was also located close to residential houses so probably would attract noise complaints.

The land at Handforth was considered positively but the site is currently occupied, and the flying club suggested that this could only be a temporary solution given the plans to build houses close to the site at stage 3 of the development. Therefore, it was also discounted as a permanent solution.

As such, there are currently no sites, which offer an alternative suitable permanent site to relocate the club.

### **Conclusion**

The ANOG approach requires a drawing together of the key issues which have arisen from the assessment, these are set out below along with a summary of the position in-line with the ANOG framework.

Application of paragraph 99 of the NPPF provides a framework for consideration of the options and the next steps in bringing forward the site.

***‘Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:***

***A - ‘An assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or***

- At the present time, as set out, the case for declaring Smithy wholly surplus to requirements is not fully evident when applying the ANOG framework of *quantity, quality, accessibility and availability*.
- There is however also no clear and overriding case to need to replace the site to meet current and future demand in the area. Club members could access other opportunities in reasonable catchment.
- Model Flying is not acknowledged as a core sport in the adopted Local Plan Strategy or a priority in the Council’s Playing Pitch Strategy (PPS) and Built Facility Strategies.
- What is evident from the ANOG analysis is that there appears to be good alternative levels of provision in the catchment where any displaced members could reasonably access model flying opportunities.
- There are numerous opportunities for displaced members to continue their activities at other sites and clubs. There are choices, which can be made, which will not result in displaced users or members not being able to access alternative opportunities.
- The quality of the alternatives is also good, with all alternatives affiliated to the BMFA, with appropriate insurances and health and safety procedures ensuring a safe and high-quality experience. All of these would appear to be accessible to Smithy members to accommodate most if not all the flying categories.
- All clubs appear to be open to new members and people enjoying opportunities on a casual basis, there does not appear to be any cost barriers and indeed most clubs appear to enjoy all year-round flying opportunities, so restrictions appear limited.
- There therefore appears to be capacity and availability in the catchment to absorb the members, which may be displaced.

Therefore, potential exists to meet para 99 a) subject to the Council’s views.

***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***

- As demonstrated the applicant / Council has sought to address this criteria and has considered and exhausted all opportunities but is unable to facilitate relocation off-site.
- Outside of the planning application process however, the Council will endeavour to find and assist a long-term solution.

***C - the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use'***

- The benefits of the alternative sports and recreational opportunities to be provided on the TGV site over and above the activity of the Smithy members is significant.
- The proposed sports provision on-site at TGV is better aligned with the core Local Plan policy and PPS objectives, and are more appropriate to meet the needs of the new village community.
- TGV will provide significant on-site provision and off-site opportunities as set out in table 6.1. Model flying is not acknowledged as a core sport in the adopted Local Plan Strategy or a priority in the Council's Playing Pitch Strategy (PPS) and Built Facility Strategies.

Potential to meet para 97 c) subject to the Council's views on the acceptance that members could access alternative opportunities and the need to replace the site.

The cessation of the club on-site is regrettable, but the Council have to consider the weight which should be accorded to this in the overall planning balance, given the evidence set out. The analysis suggests a number of the NPPF paragraph 99 criteria can be met and apply to the Smithy site.

The main considerations in agreeing a way forward are:

- The adopted site allocation (LPS 33) and adopted SPD establish the extent, mix and disposition of new development and green space across the site. They do not require the retention or relocation of the flying club.
- The new village retains extensive green space but the club's activities cannot be accommodated due to various land use constraints (e.g. incompatible with wildlife habitats and close proxy to new housing).
- The masterplan contained within the adopted SPD identifies new housing which will redevelop the land currently used by the club.
- Model flying may be a recognised sport according to Sport England but it is not acknowledged as a core sport in the adopted Local Plan Strategy or Council's Playing Pitch Strategy (PPS).
- The ANOG analysis illustrates there appears to be capacity and availability in the catchment to absorb the members, which may be displaced at other accessible and quality clubs.
- The applicant / council has considered and exhausted all opportunities but is unable to facilitate relocation of the club off-site. Outside of the planning application process, the Council will endeavour to find and assist a long-term solution.
- The considerable sport and recreation benefits of delivering TGV, plus boosting housing land supply and employment far outweigh the loss of this club.
- The proposed sports provision on-site at TGV is better aligned with the core Local Plan policy and PPS objectives and are more appropriate to meet the needs of the new village community.

On this basis, and given the reasons above, it is considered it would be unreasonable to restrict planning permission or impose a planning condition / s106 clause requiring relocation of the club off-site (or mitigate via a financial contribution).

## **8.0 Conclusions**

This addendum seeks to address the consultation comments provided by Sport England in their response to the SNA dated 7/02/2021 and draws upon the findings of the latest CEC Strategies and further discussions with the Council, Sport England and the ngbs to address the comments and update the findings schedule of contributions as appropriate.

The main comments centred around the need to update the assessment with the latest PPS findings, a number of minor queries from the ngbs which flow from this, the requirement for further detail, particularly in respect of technical and design issues, and the need for the SNA to address the issue of the model flying club on the site.

This paper therefore seeks to address the issues raised and provide comment and clarification as appropriate. It is accepted by all parties that the sporting needs will continue to evolve, and the current planning application is only outline. The updates should therefore be seen in this context.

Based on Sport England and ngb comments and subsequent discussions with the Council and ngbs, the proposals for on-site and off-site provision proposed for TGV have been updated and are set out at table 6.1.

It also addresses how the design and technical issues will be met. The suggested additions are considered to be not too onerous space-wise so will be relatively straightforward to incorporate into the detailed landscape design. Further details on this will come forward within the *Village Heart* character code, which is also secured by condition. This approach fits with Sport England's request to incorporate their suggestions into design codes or reserved matters.

The approach adopted towards these issues is therefore to factor these requirements into the play/landscape conditions rather than update the Green Infrastructure Plan and Design Codes. The Sport England advisory points will therefore be secured by condition and delivered as part of the detailed landscape design and play strategy at the reserved matters (RM) stage. These details will also be informed by the Character Area Codes to be prepared and approved, and complied with at RM stage.

Finally, the analysis of the model flying club is also set out using the NPPF paragraph 99 framework. The analysis suggests a number of the NPPF paragraph 99 criteria can be met and apply to the Smithy site.

There appears to be good alternative levels of provision in the catchment where any displaced members could reasonably access model flying opportunities. There are numerous opportunities for displaced members to continue their activities at other sites and clubs. There are choices, which can be made, which will not result in displaced users or members not being able to access alternative opportunities.

The quality of the alternatives is also good, with all alternatives affiliated to the BMFA, with appropriate insurances and health and safety procedures ensuring a safe and high-quality experience. All of these would appear to be accessible to Smithy members to accommodate most if not all the flying categories.

All clubs appear to be open to new members and people enjoying opportunities on a casual basis, there does not appear to be any cost barriers and indeed most clubs appear to enjoy all year-round flying opportunities, so restrictions appear limited. There therefore appears to be capacity and availability in the catchment to absorb the members, which may be displaced.

Furthermore, the considerable sport and recreation benefits of delivering TGV, plus boosting housing land supply and employment far outweigh the loss of this club. The proposed sports provision on-site at TGV is better aligned with the core Local Plan policy and PPS objectives and are more appropriate to meet the needs of the new village community.