



Cuddington Parish

Pre-Submission Draft Neighbourhood Plan

Planning Period up to 2030



Cuddington Neighbourhood Plan

Undertaken by Cuddington Parish Council

Index of Contents

1. Preface
 - 1.1. Foreword
 - 1.2. How to Engage with the Pre-Submission Consultation
2. Introduction
 - 2.1. Plan Purpose
 - 2.2. Legal Basis
 - 2.3. Brief Overview of the Neighbourhood Plan
3. Our Community
 - 3.1. Community Profile – History
 - 3.2. Cuddington Today
4. Developing the Neighbourhood Plan
 - 4.1. The Village Plan
 - 4.2. Neighbourhood Plan Launch
 - 4.3. Housing Needs Survey
 - 4.4. Character Assessment
 - 4.5. Roadshows
 - 4.6. Consultation on Vision, Objectives and Policy Ideas
5. Our Vision for Cuddington Parish
 - 5.1. Spatial Strategy
 - 5.2. Vision
 - 5.3. Objectives
6. The Policies
 - 6.1. Environment
 - 6.2. Economy and Retail
 - 6.3. Housing and Design
 - 6.4. Travel and Movement
7. Making it Happen
 - 7.1. Monitoring
 - 7.2. Review
8. Schedule of Policies
9. References
10. Appendices
 - Appendix A: Glossary of Terms and Acronyms
 - Appendix B: Schedule of Policies
 - Appendix C: Boundaries Map
 - Appendix D: Proposals Map
 - Appendix E: Environmental Proposals Map
 - Appendix F: Local Green Space Map
 - Appendix G: Views and Vistas Map
11. Acknowledgements

1. Preface

1.1 Foreword

Regulation 14 of The Neighbourhood Planning (General) Regulations 2012 requires the Parish Council to present a pre-submission of their draft Neighbourhood Plan for consultation with the statutory and other bodies referred to in paragraph 1 of Schedule 1 of the same Regulations and with people who live, work or carry on business in the neighbourhood area. Cuddington Parish Council as the qualifying body has prepared the Cuddington Neighbourhood Plan for the period up to 2030 with the help of the Steering Group and the local community. The Plan sets out a vision for the future of the Parish and planning policies which will be used to determine planning proposals locally. The neighbourhood area covers the Parish and includes Cuddington, Delamere Park and Sandiway.

1.2 How to Engage in the Pre Submission Consultation

Cuddington Parish Council is now inviting comments on this Pre-Submission version of the Neighbourhood Plan before it is sent to Cheshire West and Chester Council for formal consideration.

The consultation on the content of this document opens on Saturday 10th June 2017 and the deadline for comments to be received by Cuddington Parish Council is 5pm on Friday 21st July 2017.

Printed copies of the Plan together with supporting documents can be viewed at the following locations:

- Sandiway Library, Mere Lane, Cuddington, Northwich, Cheshire, CW8 2NS
- Delamere Park Clubhouse, 59 Delamere Park Way West, Cuddington, Northwich, Cheshire, CW8 2UJ

Online versions can be viewed on the Neighbourhood Plan pages of the village website using the following link:
<http://cuddingtonandsandiwayonline.org>

In order for your representation to be taken into account your full contact details must be provided to enable a response to be given. As this is a formal statutory consultation all comments submitted will be available publicly and identified by name and organisation (where applicable) only.

Please make additional representations if you are responding in different capacities. For example if you are a local resident and also wish to respond as a representative of an organisation then you will need to make two submissions.

Please make comments as specific as possible relating to individual policies, paragraphs or sections and quote the relevant policy, paragraph or section reference.

Comments on the Plan can be submitted on the printed response form provided at the venues listed above or downloaded from the village website also detailed above. Send your comments to the Clerk for Cuddington Parish Council as follows:

- ✉ by post to : Cuddington Parish Clerk, Sunnyside, Withens Lane, Weaverham, Northwich, Cheshire, CW8 3HX
- 👉 or by hand in a sealed envelope to: the above address , Sandiway Library or Delamere Park Clubhouse
- 💻 or by email to: cuddingtonnp@gmail.com

If you wish to comment in another form by letter or email please ensure that you provide your full contact details along with the capacity in which you are responding. Please add the policy, paragraph or section number for each comment. Multiple sheets shall include your name at the top of each sheet.

After the end of the consultation period the Steering Group will review all comments and, where appropriate, changes will be made to the Cuddington Neighbourhood Plan prior to its formal submission to Cheshire West and Chester Council. All comments will be tabulated together with the responses and will be available to the public on the Neighbourhood Plan section of the village website.

Any questions about the consultation shall be emailed to Cuddington Parish Council at cuddingtonnp@gmail.com

2. Introduction

2.1 Plan Purpose

This Cuddington Parish Neighbourhood Plan (NP) sets out a series of policies – which can be considered as rules – to be used to guide the development, preparation and assessment of planning applications for our Neighbourhood Area. It is a local document put together by volunteers from our village community and based on local consultation. The objective is to shape development in Cuddington, Delamere Park and Sandiway in the future.

Certain terms in this Plan have defined meanings. The definitions are to be found in Appendix A. These are drawn from the National Planning Policy Framework (NPPF) and in the Cheshire West and Chester Local Plan (Part 1)

The final phase of the consultation process for the plan will be a referendum run by Cheshire West and Chester Council (CWaC). If the plan is accepted by our local community it will be considered to be ‘made’ and it will become part of the statutory development plan having the same legal status as the CWaC Local Plan.

2.2 Legal basis

The legal basis for the planning system is the Town and Country Planning Act. The Localism Act 2011 introduced more powers to the local community through Neighbourhood Planning. This Act requires local Councils to produce development plans for their area of responsibility over a period of time – in this case up to 2030. Cheshire West and Chester have responded with their Local Plan Parts 1 (adopted) and Part 2 yet to be adopted. These plans cover a wide range of issues – e.g. employment; environment; facilities such as medical, shops, meeting halls, etc); housing demand and development; land use, leisure facilities, transport infrastructure, utilities. They are based on reviews of the Council’s area of responsibility and take into consideration a range of future projections on issues like population growth and changes in population age profile.

The CWaC Local Plan Part 1 sets out the requirement for housing and development in the Borough. It identifies certain places as having a central role in development and others as providing a support role for the surrounding area. In the CWaC Local Plan Part 1 the settlement hierarchy identifies that development should be directed to urban areas of Chester, Northwich, Winsford and Ellesmere Port. In addition Key Service Centres have been identified to accommodate some growth in the rural area. The settlement of Cuddington and Sandiway is identified as a Key Service Centre (KSC).

The Act also allows local views to be represented in a Neighbourhood Development Plan. The definition of a Neighbourhood Plan in the Act is as follows:

- ◆ A ‘neighbourhood development plan’ is a plan which sets out policies (however expressed) in relation to development and use of land in the whole or any part of a particular neighbourhood area specified in the plan.

While the Act provides a formal role for Neighbourhood Plans (NPs), it also sets out basic conditions that the NPs must meet. One is that all NPs must align with higher level planning policy (i.e. the National Planning Policy Framework (NPPF) and be in general conformity with the strategic policies in the Local Plan.

For Cuddington, this requires that the Key Service Centre accommodates an additional 200 houses in the planning period, 2010 - 2030. Delamere Park sits outside the Key Service Centre within the Green Belt. CWaC monitoring up to March 2016, indicates that the KSC will exceed its 2030 housing target based on existing starts, existing permissions, and the small-scale development allowance for the village. It should be noted that the Localism Act allows the NP to provide more than the number of houses and employment land in the Strategic Plan (CWaC Local Plan Parts 1 & 2) but not less.

3. Our Community

3.1 Community Profile - History

Cuddington and Sandiway are situated on an undulating plateau of sand, probably left when the glaciers began to retreat at the end of the Ice Age, 12,000 years ago. The depth of sand varies but is known to be at least 60 feet deep in places.

From the earliest times, the whole area was covered by the vast forests of Mara and Mondrem. Within clearings in this ancient woodland the first settlements that can be named Cuddington and Sandiway gradually appeared. It was in Anglo Saxon times that Cuddington was given its name, ‘the Tun (town) of the people (or farm) of Cuda’. Sandiway was, at this stage, merely a ‘sandy way’. For many years the tiny population in Cuddington and Sandiway were poor, sparsely spread farmers and cottagers living as best they could off the land.

In the 7th century the parochial system was introduced and Cuddington was designated to be within the Parish of Weaverham. In the 11th century Domesday Cheshire was divided into 10 hundreds. Weaverham (and thus Cuddington) was contained in the hundred of Roelau which was amalgamated with Risedon to form the Eddisbury hundred. By the late 13th century Cuddington and Sandiway also formed part of the possessions of Vale Royal Abbey, built in Whitegate in 1277. After Vale Royal Abbey was destroyed in the 16th century, during the Dissolution of the Monasteries, it was replaced by the great house of Vale Royal built by Sir Thomas Holcroft.



Toolerstone

The Parish also boasts a designated Grade II monument called the Toolerstone, a medieval boundary stone that marked where the lands of Vale Royal Abbey met the Delamere Forest. This is believed to be the medieval marker identified in an abbey ledger dating to 1359, which

records the location of a boundary marker: ‘from a place where Peytefynsty descends to the commons of Cudyton, to the stone put and ordained there...’. Peytefynsty was an ancient highway that formed the north-western boundary of Vale Royal Abbey and defined the limit of their grazing rights.

In the 15th and 16th centuries Cuddington was still part of the forest, and subject to its harsh laws whereas Sandiway was divided between the Parish of Weaverham and, until 1540, Vale Royal Abbey.

In the mid-18th century, in the interests of efficiency, it was necessary to enclose the common lands of Cuddington and Bryn. The 460 acres were enclosed by Act of Parliament and allotted to several landowners in 1766.

Delamere Lodge (later called Delamere House also known as Delamere Hall) was designed and built in the 1780s by the Wilbraham family. This was demolished in 1939 and in the 1970s the grounds started to be developed as Delamere Park. A significant percentage of the outstanding historic buildings in the Parish are attributed to the Wilbrahams, Thompsons and to John Douglas. Other designated historic buildings were built in the late 19th and early 20th centuries.

The impact of West Cheshire Railways cutting the railway line and building Cuddington station in 1869 was felt in the move of the centre of Cuddington from Cuddington Lane to around the Norley Road and A49 road junction and the consequent cessation of the turnpikes in 1872. At the time, these changes must have seemed disconcerting for the few dozen people living in the village but in retrospect these were comparatively small compared to the subsequent developments.

In the 1920s and ‘30s, before the large housing estates were built, around 300 properties in total were built in linear fashion along the roads of Forest Road (A49), Warrington Road (A49), Norley Road, Mill Lane, Weaverham Road, Nixon Road, Chester Road (A556), School Lane and Waste Lane.

There has been an almost 500% increase in the number of properties in the Parish since the end of the 2nd World War. In 1948 there were around 450 properties and this will have grown to around 2,650 by 2018. The change from a small community based on “squires”, horses, smithies, fox hunting and water driven mills with a large amount of “common land” has been dramatic as is true of many rural communities over this period of time.

3.2 Community Profile Today

Cuddington, Delamere Park and Sandiway today make up a very pleasant village situated in mid Cheshire, in the Borough of Cheshire West and Chester, within open fields and agricultural land. Cuddington Civil Parish (CP) was formed in 1935 and forms part of the unitary authority ward of Weaver and Cuddington. It is bordered by the Parishes of Oakmere CP, Crowton CP, Weaverham CP and Whitegate & Marton CP.

The village is conveniently situated approximately 4 miles west and 3 miles north, respectively of the neighbouring towns of Northwich and Winsford. It has easy road and rail access to the cities of Chester (11 miles), Manchester (30 miles) and road access to Liverpool (27 miles). Limited bus services and a rail service operate linking the village with Chester, Manchester and local towns.

It has a number of historic buildings, including a railway station which retains many of its original features from the beginning of rail transport in Cheshire, the Round Tower, an iconic remnant of a former gate lodge built in the early 19th century, the White Barn and the Blue Cap public houses.



Round Tower, Sandiway

The Office for National Statistics tells us that at the 2011 Census count, the village had a population of 5,335. Since that time there has been significant development, on the former Eden Vale factory site (Eden Grange development) and on Golden Nook farm (Forest Edge development). These two sites alone are expected to

add 136 and 164 homes respectively to the existing 2250 dwellings. (2011Census data). The village has a wide selection of dwellings, ranging from large executive five and six bedroomed properties, three and four bedroomed family houses, individual cottages, flats/apartments and bungalows as well as Housing Association properties, including sheltered accommodation.

There are a number of large and small businesses including two parades of shops; a Post Office; several working farms; Blakemere Village, craft and leisure centre; a Dentist's Surgery; a GP Surgery and a Veterinary Practice. There are a number of Residential Care Homes in the village. The village has several Churches; Anglican, Methodist and Full Gospel and other buildings offering various forms of religious observance.



Delamere Park Clubhouse

We are a thriving community enjoying a variety of other amenities, including a very well equipped village community hall, two church halls, a residents' clubhouse at Delamere Park and an excellent Library. There is ready access to a number of public rights of way including a section of the Whitegate Way, a 6 mile safe route created on an old railway track running between Cuddington and Winsford which was originally laid for the transport of salt. This can be accessed at various points in the village. There are numerous local voluntary and community groups providing a wide range of social, craft, sporting and other activities for all ages.



Village Hall, Cuddington

There are sports grounds and playing fields, a bowling green, tennis courts, football pitches, several children's play areas and a community leisure facility. There is also a Golf Club. Within the boundaries there are a number of

child care facilities, and two primary schools (Cuddington Primary School and Sandiway Primary School). Secondary education is available at nearby Weaverham and Hartford, with Further Education in Hartford and Northwich.

4. Developing the Neighbourhood Plan

4.1 Village Plan

The Village Plan was published in July 2015. The plan was based on extensive data gathering from residents over a 2 year period. The Village Plan aimed to:

- Reflect the views of all sections of the community.
- Identify those aspects of the community which people value most.
- Identify any local problems and opportunities.
- Set out priorities for changes to meet the community's wishes.
- Prepare a plan of action for the next five years.
- Influence bids for funding for community projects.

The Village Plan was based on a survey of the community, the aim of which was to collect the views and opinions of the people of all ages who live, work and attend school in the village and from this information find out how the community sees itself developing over the next few years.

An action plan has been developed based on the views expressed in the surveys.

From the 2400 Household Surveys delivered to homes in the village, we received 888 responses, a 36.8% response rate. The age and gender profile of respondents matched well with the official 2011 census data for the village.

In addition primary and secondary school pupils were surveyed both in the village and in the secondary schools outside the village. Businesses were also surveyed via a short on-line questionnaire.

A Village Plan Implementation Team was formed in 2015 to realise as many of the actions identified in the plan as possible.

4.2 Neighbourhood Plan Launch

Cuddington Parish Neighbourhood Plan Area was designated on 23 June 2015.

A public Meeting was advertised and arranged by The Parish Council in Cuddington Primary School on the 15th October 2015. The meeting was led by a representative of the Cheshire West and Chester Planning team, along with a representative from Cheshire Community Action, who both gave short presentations. There followed a session in discussion groups where attendees were encouraged to note down their priorities for the Neighbourhood Plan

on "post it" notes. 27 people attended the meeting including Parish Councillors, and three Borough Councillors.

The comments listed at this meeting were reviewed and categorised. They helped to formulate the initial views on the key themes for the development of the Neighbourhood Plan.

Green Issues

Economic Development

Housing Development

Movement & Travel

4.3 Housing Needs Survey

In April 2016 the Steering Group undertook a survey of the residents in the Parish. The objective of the survey was to establish what the residents thought their housing needs were likely to be in the next 10 years. This information formed part of the evidence base from which the objectives and policies of the Neighbourhood Plan were generated.



School Lane

It was decided to undertake the survey on a household basis. 2473 paper survey forms were distributed; one to each property in the village, and the opportunity was offered to complete the form on-line should this be preferred. 750 responses were received (i.e. a response rate of ~30%) of which 195 used the internet (26% of

responses). The data on the paper forms was entered, by volunteers, into the same analysis programme as that offered on-line.

4.4 Neighbourhood Character Assessment

A Neighbourhood Plan is a way in which local communities can influence the planning of the area in which they live and work. The Character assessment is an important part of this process.

A Character Assessment is part of the evidence base, together with the Housing Needs Survey, which leads to the production of a Neighbourhood Plan. It describes what exists in the Parish in terms of housing layout, environmental features and any features that a potential developer should be aware of. Significant recent

development has increased the size of the village from around 2400 homes to well over 2500 homes.

This is reflected in the increasing size of the surveys carried out for the Village Plan and the Neighbourhood Plan.

The Character Assessments took place during July and August 2016.

4.5 Roadshows

Throughout the development of the Neighbourhood Plan, roadshows were advertised and arranged at key locations in the Parish to enable access to the widest possible cross section of the community. Visitors to the Roadshows were encouraged to leave “post-it “notes with their comments on the material being displayed.



Delamere Park Clubhouse



St. John's Church Hall



Sandiway Library

4.6 Consultation: Vision, Objectives and Policy ideas

In November 2016 the Steering Group, undertook a survey of the residents in the Parish to establish the level of support for the Vision, Objectives and draft Policy Ideas for the Neighbourhood Plan.

2542 questionnaires were distributed, one to each property in the village, and the opportunity was offered to complete the form on-line should this be preferred. 464 responses were received (i.e. a response rate of ~18%) of which 119 used the internet (26% of responses). Respondents indicated support for the policy ideas ranging from 85% to 99%. All policies receiving less

than 95% support have been examined and modified or removed from the Draft Neighbourhood Plan ahead of formal Regulation 14 consultation.

In order to extend the range of consultation, the Neighbourhood Plan Steering Group attended a number of events in the Parish where they might meet up with and encourage active groups in the Parish to complete the questionnaires. In particular, meetings of younger people (pre-retirement) were selected. In total 14 organisations were visited including the Primary School parents' evenings. In excess of 200 residents were engaged in this process.

5. Our Vision for Cuddington Parish

5.1 Spatial Strategy

The Spatial Strategy provides an overarching view of what the policies of the Neighbourhood Plan seek to achieve. For Cuddington the spatial strategy diagram shows how different factors such as the landscape character and setting of the Parish interact with other factors such as the road network and residential areas. The diagram identifies key areas which should be protected for certain uses, and shows which parts of the Parish need to be better linked.

Cuddington and Sandiway's geographical position has helped secure its historic role within the Cheshire landscape and has led to it being designated as a Key Service Centre by Cheshire West and Chester Council. The designated Key Service Centre comprises the settlement of Cuddington and Sandiway. Delamere Park that lies to the north west of the Key Service Centre, is a separate residential area in the Green Belt. The Parish is

home to a range of services and facilities located within Local Centres; one at Cuddington, one at Sandiway and one at Delamere Park.

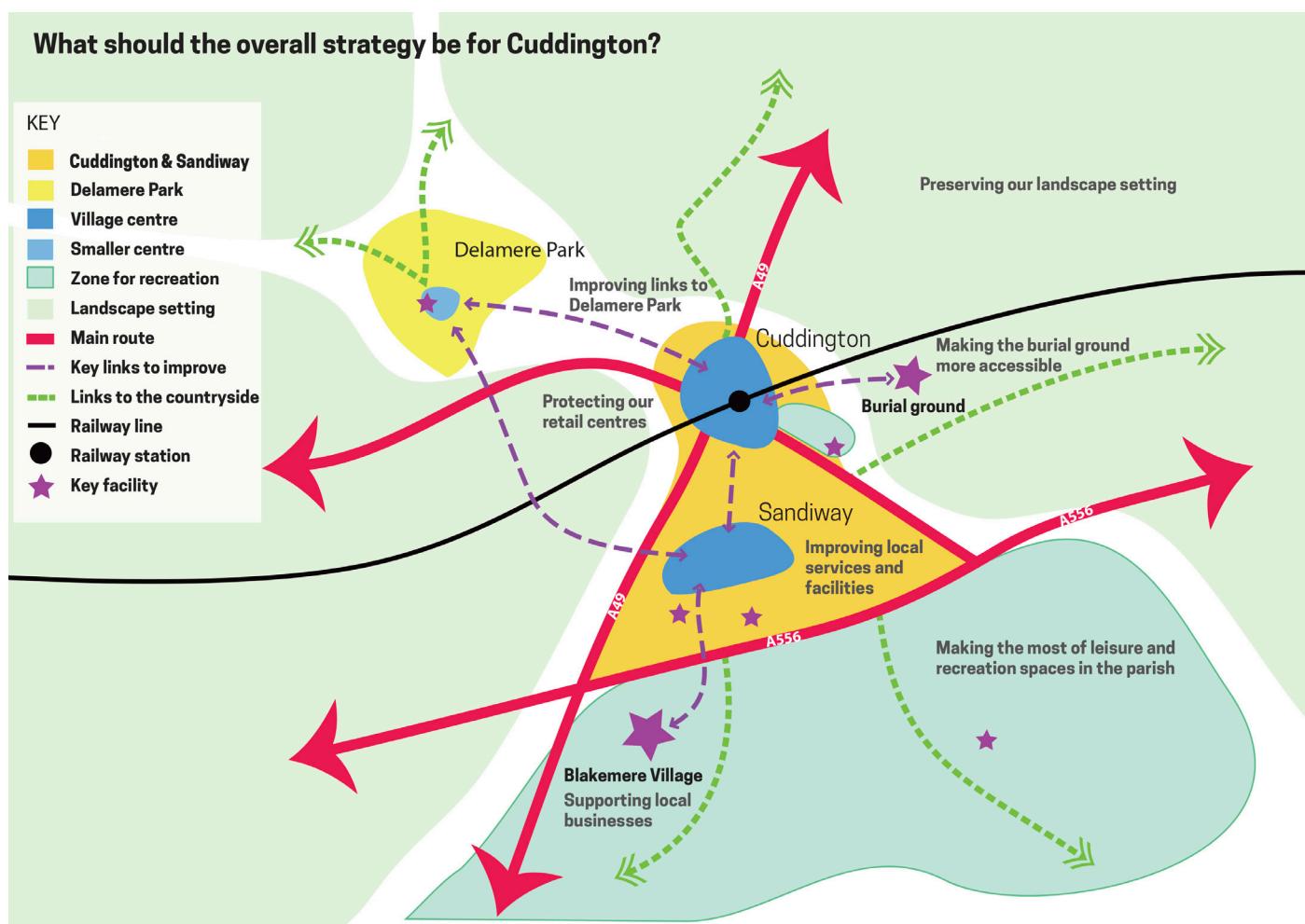
The Spatial Strategy provides a visual summary of the key characteristics of the Parish which make it unique. It identifies the three residential areas and their local centres. It highlights the importance of the landscape and green belt setting that encases the Parish. Key infrastructure routes such as main roads and the railway line are presented within this context.

The Spatial Strategy identifies the central aspirations of the Neighbourhood Plan in:

- Protecting areas of landscape setting which make a positive contribution to the Parish's character

- Linking Delamere Park more strongly with the main Key Service Centre of Cuddington and Sandiway
- Improving links between the three Local Centres at Cuddington, Sandiway and Delamere Park
- Ensuring improved links out into the countryside for residents
- Identifying a Zone for Recreation to protect existing facilities and to encourage their improvement

Please note that the Spatial Strategy communicates the Spatial Vision for the Parish and is not a Proposals Map (a map which identifies how the Neighbourhood Planning policies relate to specific areas of the Parish). The Proposals Map can be found in the Appendices of this Neighbourhood Plan.



5.2 Vision

The following vision and objectives have been devised by the Steering Group in response to the core themes and issues which have arisen during consultation and baseline research.

“Cuddington seeks to be a vibrant community-centred Parish which retains and enhances its historic and rural village character whilst meeting the needs of all sections of the community.”

5.3 Objectives

In order to deliver this Vision a set of objectives were developed:

- **Environment and Landscape:** To protect and enhance Cuddington Parish's natural rural character, including its heritage and natural green areas, for the benefit of present and future generations.
- **Economy and Retail:** To maintain and improve the village as a convenient place to shop, work and spend time and to encourage a broad and sustainable rural economy which includes home working.
- **Housing and Design:** To improve the housing mix through sustainable development by providing smaller and affordable homes which meet the need of our rural Parish.
- **Travel and Movement:** To support and improve safe and sustainable modes of transport (walking, cycling and public transport) across the Parish whilst alleviating potential traffic and parking issues.

Policy ideas were developed for each of the topic areas and each house and business premises in the village received a survey asking whether the residents would support the policy ideas. The survey invited comments to be made on these ideas. The formal policies have been developed from this consultation feedback and represent the majority view of those who responded to the consultation process. The formal policies are described below.

6. The Policies

6.1 Environment

6.1.1 Introduction

The policies within this section deal with the environmental assets within the Parish of Cuddington. The policies encompass a wide scope of environmental factors in the Parish, such as maintaining the landscape setting of the Parish and its vistas, retaining the established network of green spaces and corridors, preserving its heritage assets, and identifying Local Green Spaces.

6.1.2 Objective

To protect and enhance Cuddington's rural character, including its heritage and natural green areas, for the benefit of existing and future generations.

6.1.3 Summary of Evidence Base

The Parish, being topographically elevated, has magnificent distant vistas with the Pennines & Derbyshire Hills in particular clearly seen. In addition there are splendid internal village views looking across fields, into woods and across the valleys as described in the Neighbourhood Character Assessment.

The Key Service Centre is surrounded by greenbelt & open countryside which contains established woodlands & valued recreational areas.

Quarrying for sand extraction already covers a significant area of the Parish however some comments in the Policy Ideas Questionnaire show opposition to quarrying.

The Village has nearly 70 historical buildings and landmarks, many of which are of great architectural merit e.g. John Douglas designs.

Factual Evidence is shown in nearly 2,000 Parish photographs taken during the Neighbourhood Character Assessment. Teams involved in the Character Assessment were encouraged to take photographs of their favourite views & vistas.

92% of respondents to the Village Plan said that protection of green spaces would improve the Village environment with 78% agreeing that more conservation and special nature areas would be beneficial.

93% of respondents agreed that development in greenbelt and countryside should be resisted.

During Neighbourhood Plan public consultation, residents asked that focus should be directed towards brownfield development. This is in line with Local Plan Strat1 Sustainability Objectives and the aim there to maximise the use of brownfield land.

Over 98% of residents responding to the survey on Neighbourhood Plan draft policy ideas showed support for protecting the Parish heritage. Many comments referred to preserving the historical significance of the Parish, building in a sympathetic manner and not destroying the

rural aspect.

Over 99% supported the policy on Habitats and Wildlife Corridors and nearly 98% supported the policy on Protecting Trees, Hedgerows and Vegetation. Over 98% supported protecting Local Green Spaces and a significant number of residents commented that they wanted no more building.

Over 97% supported the Views and Vistas policy and over 99% supported Landscape Setting with over 97% supporting the policy on Settlement Gateways.

Policy 1 - Landscape Setting

The Neighbourhood Plan seeks to protect and enhance the landscape setting of Cuddington. All development schemes which could impact on the landscape settings must demonstrate how they have respected and reinforced historic landscapes including plots and field patterns. Developers should have regard to the design principles, within the Cuddington Parish Character Assessment. Applications, which lead to the fragmentation or loss of important landscape features, will be resisted.

Any development should respect the landscape setting of the Parish and its intrinsically rural community. Any new developments should therefore be prioritised on brownfield sites and / or within the settlement boundary.

6.1.4 Key Policy Links

NPPF: Section 11 - Conserving and enhancing the natural environment

Local Plan: ENV 2 - Landscape

6.1.5 Explanatory

The rural character and historical setting are features of the Parish that local residents identify strongly with their community. In order to preserve this identity, development should be prioritised on sites where it does not impact negatively on the character and setting of the settlement areas. The policy targets new development onto brownfield sites and those within the current settlement boundary.

Policy 2 – Settlement ‘Gateways’

Any development within, or close to, the main vehicular entrances to the settlement boundary, known as gateways (as identified on the Proposals Map) should enhance approaches to the settlement itself.

Where appropriate, developers must demonstrate how they will protect and enhance settlement character in these locations as part of their development proposals through careful consideration of the architectural design, landscape treatment and materials used.

Aspiration

The Parish Council will work with developers, local people and Cheshire West and Chester Council to prioritise, propose and deliver a series of improvements to these areas. This may include traffic calming as well as design features with which to improve the identity of the various residential areas within the Parish, namely Cuddington, Delamere Park and Sandiway.

6.1.6 Key Policy Links

NPPF: Section 7: Requiring Good Design (paragraphs 66, 58, 59, 64), Section 12: Conserving and Enhancing the Historic Environment (paragraph 126)

Local Plan: ENV2 – Landscape, ENV6 – High Quality Design and Sustainable Construction

6.1.7 Explanatory

As well as the setting of the Village itself, which is the subject of the previous policy, the vehicular approaches and routes into and out of Cuddington, (often known as ‘gateways’) are seen by residents as important features which should be protected and enhanced. New developments situated on or close to such gateways should therefore seek to preserve and improve them. They should ensure that the design and layout of schemes provide a positive outlook when entering the village ensuring that they also meet the criteria set by policy 16 of the Neighbourhood Plan.

Policy 3 - Local Heritage Assets

Any development must take account of its impact on heritage assets – both designated and non-designated – and demonstrate how it has protected and enhanced these through carefully designed schemes.

Developers should refer to the list of designated and non-designated Historical Buildings, which is contained in Appendix K of the Character Assessment. Where relevant planning applications will be required to demonstrate how they have positively responded to these sites.

The Neighbourhood Plan will look favourably on small scale development which demonstrates how their schemes will address the protection and enhancement of locally important heritage assets and conservation sites, as identified in the Character Assessment.

Applications which seek to bring existing heritage assets back into use in a manner sensitive to their heritage value will be looked upon favourably where they meet the requirements of other policies within the development plan.

6.1.8 Key Policy Links

NPPF: Section 12: Conserving and enhancing the historic environment

Local Plan: ENV 5 – Historic environment

6.1.9 Explanatory

Heritage assets help to define the local character of an area, providing links to its historical setting and making the area distinct from other areas around it. Listed buildings and structures are given protection through national planning

policy, safeguarding them from the impacts of development. However, many locally important historical/heritage assets are not afforded the same level of protection and so may be open to the negative impacts of future development. The Parish of Cuddington has nearly 70 historic buildings, many of which hold significant architectural merit, such as those designed by John Douglas. The Character Assessment for Cuddington has identified a list of buildings around the Parish which are both designated and non-designated, (many were identified as part of the original Vale Royal ‘Local List’) and which the residents of Cuddington wish to see protected. These sites have been identified for their heritage value to the Parish and therefore to preserve the Parish’s character, these sites should not be negatively affected by future development. As mentioned in the above policy, this list is also available to view in Appendix K of the Cuddington Character Assessment.

Policy 4 - Habitats and Wildlife Corridors

Small scale development which will preserve or enhance existing wildlife habitats, wildlife corridors and green infrastructure around the Parish, and allow for the creation of new ones will be looked on favourably.

Any development which will have a significant negative impact on wildlife habitats, wildlife corridors and green infrastructure in the Parish, through its loss or significant reduction, will not be permitted.

Where appropriate, new developments must not create divisions between existing important wildlife corridors and must contribute to the creation of new or improved links.

Areas identified for possible protection and enhancement for wildlife corridors include (but are not limited to);

- ***The railway line (Chester to Manchester)***
- ***Cuddington Brook***
- ***Connections between the woodland sites to the north-west of the Parish***
- ***Connections between the woodland site to the west of the Parish and the wooded areas south of Chester Road***
- ***Connections to the wooded sites to the south of the Parish.***

6.1.10 Key Policy Links

Local Plan: ENV 3 – Green Infrastructure, ENV 4 – Biodiversity and Geodiversity

Local Plan (Part 2) policies:

- DM37 protects Trees Woodlands Hedgerows
- DM38 covers Biodiversity
- DM58 deals with Restoration of minerals sites

6.1.11 Explanatory

Human-dominated habitats surrounding more natural areas present barriers that plants and animals are unable or highly reluctant to move through. These urbanised places may have lower resource availability, or reduced shelter. When a wildlife corridor is present, however, it provides an unbroken path of suitable habitat that can provide safe unhindered passage for animals or plants as they travel through agricultural or urban landscapes. This connectivity is key to population persistence, as it promotes gene flow between populations and supports higher species diversity.

Consultation has identified that residents of Cuddington wish to protect the wildlife around their Parish, along with their associated habitats. Owing to the Parish's rural setting, wildlife shares much of the environment with the current human population. It is important for the diversity and health of this wildlife that they continue to be unrestricted in their movement around the Parish.

The wildlife corridors across the Parish should therefore be protected from harmful impacts of development in order to maintain the rich and biodiverse natural environment of the Parish. Those corridors that are considered of particular importance are set out in response to survey work undertaken and included as part of the Character Assessment.

Policy 5 - Protecting Trees, Hedgerows and Vegetation

Any development proposals must demonstrate - through documentation submitted within the planning application - how they have retained existing hedgerows, trees and vegetation. If removal is unavoidable, a replacement of equivalent hedgerow, trees or vegetation will be provided, as part of the development.

Any replacement hedgerow, trees or vegetation will be of native species in character with those existing in the Parish, unless otherwise agreed with the Local Planning Authority.

Landscaping plans should demonstrate how they have included appropriately sized specimens in their planting schemes to support local character.

All landscaping proposals should include details for their long term management and maintenance.

6.1.12 Key Policy Links

NPPF: Section 11: Conserving and enhancing the natural environment

Local Plan: ENV 3 – Green Infrastructure

6.1.13 Explanatory

The presence of trees, hedgerows and vegetation within and around the built up areas of Cuddington are a defining feature of the settlement. These help to support the abundance of wildlife within the Parish whilst also creating an attractive environment for its residents and visitors to live, work and play. The protection of trees, hedgerows and vegetation is therefore important in both preserving the biodiversity of the Parish, and maintaining a healthy environment for its residents. In order to protect these beneficial functions, new developments should seek to preserve existing trees, hedgerows and vegetation, whilst also incorporating new trees, hedgerows and vegetation into their designs.

Policy 6 - Local Green Space

The Neighbourhood Plan identifies the following areas as Local Green Spaces due to their special character, significance and community value. These sites will be protected from development considered to be inappropriate for such designations. The boundaries of these Local Green Spaces are shown within the proposals map.

- ***Site 1: Cartledge Moss and Green***
- ***Site 2: Norley Road Bowling Green***
- ***Site 3 Allotments on Eden Grange***

6.1.14 Key Policy Links

NPPF: Section 8: Promoting healthy communities: Paragraphs 76 and 77 on Local Green Space Designations

Local Plan: ENV 2 – Landscape

6.1.15 Explanatory

Local Green Spaces are those open spaces that are afforded protection from development due to their significant value to the local community which they serve. This policy designates a number of Local Green Spaces which are considered to meet criteria set out within Paragraph 77 of the National Planning Policy Framework (NPPF).

In line with the requirements in the NPPF, these Local Green Spaces are considered to be demonstrably special and holding particular significance to the local community; local in character and not simply an extensive tract of land.

Policy 7 - Open Countryside

Beyond the settlement boundary, the Neighbourhood Plan supports small scale development which involves informal recreational or agricultural uses providing it would not have any adverse impact on the character of the countryside or local residential amenity, and is in accordance with all other relevant policies within the development plan.

Land within the Parish which is designated as open countryside (to the south of the A556) is to be retained specifically and only for small scale, low key recreational activities or agricultural purposes.

Any development within the open countryside areas of the Parish must follow the necessary design principles for building in such areas as defined by the Local Plan, and also demonstrate how they have addressed the relative design aspects set out in the Cuddington Parish Character Assessment (or subsequent replacement document) to ensure that any proposed development in these areas is appropriate and in keeping with its surroundings.

New development should not undermine the southern approaches to the settlement through impacts on views and setting, in accordance with Policies 1,2 and 8.

Land which is designated as Green Belt should be considered against the relevant policies in the Local Plan.

6.1.16 Key Policy Links

NPPF: Section 3: Supporting a Prosperous Rural Economy (paragraph 28)

Local Plan: RE7 – Agricultural Workers Dwellings in the Open Countryside and Green Belt

(Retained Vale Royal Borough Local Plan Policy)

6.1.17 Explanatory

The open countryside is defined as the area outside of an established settlement boundary. The Parish of Cuddington contains the defined settlement of Cuddington and Sandiway. Beyond this settlement boundary, and within the Parish boundary, the majority of land is considered green belt to the North, East and West and open countryside to the South. This open countryside provides an attractive surrounding to both Cuddington and Sandiway Village, and gives them their distinct setting within the local region. Development in this open countryside should therefore be restricted to those exceptions stated in Policy GS5 of the Vale Royal Borough Development Plan.

New recreational areas have been identified by residents through the Cuddington, Delamere Park and Sandiway

Village Plan survey results as being desirable therefore, appropriate small scale development projects which included plans for additional recreation functions would be looked on favourably.

The Parish has a high degree of agricultural activity within its boundaries and crossing over to neighbouring areas, and residents are in favour of continuing their support for such land uses.

Policy 8 - Views and Vistas

Any development should not negatively impact upon the internal townscape views and external landscape vistas identified within the proposals map.

Planning applications will be required to demonstrate how they have:

- ***Reinforced, where relevant, the existing patterns of the streets, spaces and building lines and maintained views of key landmarks as shown in the Character Assessment;***
- ***Retained and framed, where relevant, views of the wider countryside, landscape features and distant landforms;***
- ***Reflected the local character of these views through sympathetic design, materials and the use of appropriate vegetation types.***

Any development proposal that will block or impinge on these views will be resisted.

6.1.18 Key Policy Links

Local Plan Policies ENV 2 - Landscape, ENV 6 – High quality design and sustainable construction, ENV 38 – Views (Local Plan: retained Chester District Local Plan Policy)

6.1.19 Explanatory

The Parish of Cuddington is topographically elevated, which opens up many views and vistas to the surrounding landscape and its features, most notable the Pennines and Derbyshire Hills.

Views looking into the settlement are also considered an important amenity by residents, in that they promote the attractiveness of the Parish and these should be taken account of, together with those views looking out of the settlement, when considering the impact that new development may have.

6.2 Economy and Retail

6.2.1 Introduction

The policies within this section of the Neighbourhood Plan are predominantly focused on the economic wellbeing of the Parish. In order to create a sustainable community people must be able to live, work and shop in the Parish. However, this needs to be carefully balanced against ensuring that the development of retail, commercial and tourism uses do not undermine the rural character of the area which is so highly prized by residents and visitors alike.

The five policies that follow will each deal with a separate element of the Parish's economic development and set a series of criteria for when this development would be acceptable. In some cases the policies cross-reference to one another, and should be read as a whole to set out the Neighbourhood Plan's commitment to supporting appropriate sustainable economic development within the rural area.

6.2.2 Objective

To maintain and improve the Parish as a convenient place to shop, work and spend time and to encourage a broad and sustainable rural economy which includes working from home.

6.2.3 Summary of Evidence Base

On employment, Policy GS6 of the Vale Royal Local Plan is retained and provides that the re-use of rural buildings for employment, recreation, tourism or community purposes will be allowed when specified criteria can be met. The Village Plan Household Survey asked if the village plan should encourage employment opportunities in the village and 89% of respondents said it should. Asked what such opportunities should be based on, 84% said yes to the development of small shops in and around the village and 78% said yes to the development of further small businesses but 72% said no to the development of a business and enterprise zone and 85% said no to the development of a light industrial estate.

In the Cuddington Neighbourhood Plan Policy Consultation. 86% of respondents supported the Policy on Employment Development set out in the document.

With regard to retail development, Cheshire West & Chester Council Local Retail Centres Study June 2016 identifies the shops in Norley Road and the shops in Mere Lane and Fir Lane together with the Library in Mere Lane as centres and recommends that they are designated as local retail centres for Cuddington and Sandiway.

Vale Royal Borough Local Plan Policy STC 14 is retained in the CW&C Local Plan Part 1. This Policy relates to all smaller villages with or without defined policy boundaries and provides that the loss of existing village shops (A1 uses) will be strongly resisted and that changes of use to non - A1 uses will not be allowed except in certain specified circumstances.

In the Cuddington Village Plan Household Survey residents were asked to rate 'The number and range of local shops and businesses' in the village. 31% of respondents

rated them OK, 41% rated them good and 25% rated them very good. In the Cuddington Neighbourhood Plan Housing Needs Survey residents were asked whether or not they considered the provision of various facilities in the village were sufficient and whether or not they used them. Substantial majorities said there are enough of the following "every day need" retailers: - Bakers (70% said yes), Butchers (81%), Convenience Stores (79%), Dry Cleaners (70%), Newsagents (78%), Post Office (61%). The percentages of respondents saying they actually used these facilities were: - Bakers 71%, Butchers 81%, Convenience stores 98%, Dry Cleaners 62%, Greengrocers 81%, Newsagents 94% and Post Office 95%. This suggests that the provision of local shops in the village and the demand for them are more or less in balance.

In the Cuddington Neighbourhood Plan Policy Consultation 96% of respondents supported the Policy on 'Protecting Retail Uses' set out in this document. In the same consultation, 96% of respondents supported the Policy on 'Working from home'

Also in that Policy Consultation 85% of respondents supported the Policy on 'Tourism'.

In the Cuddington Neighbourhood Plan Housing Needs Survey 72% of respondents said they use facilities at Blakemere and 62% said they consider the facilities are sufficient.

In the Cuddington Neighbourhood Plan Policy Consultation 91% of respondents supported the Policy on Blakemere set out in the Document which was that 'Any development on this site should support the commercial and tourist facilities at Blakemere, avoiding their loss or change of use whilst improving links with Cuddington.'

Policy 9 - Employment Development

Small scale developments which create new employment uses, (use classes A2 and B1 only), will be permitted on sites within the settlement boundary or on previously developed sites elsewhere within the Parish.

Any new employment development should demonstrate how it will contribute to the delivery of the overall Neighbourhood Plan Vision of creating a vibrant and viable rural economy.

Where appropriate, all new employment development as outlined above should:

- not impact negatively on nearby residential amenity as a result of noise, vibration, smells and other bad neighbour issues***
- not result in a net loss of open space or significant green infrastructure, including hedgerows and trees in accordance with Policy 5 of the Neighbourhood Plan, unless this is replaced by equal or better provision elsewhere within the neighbourhood***
- provide suitable parking and access arrangements, including parking for staff and visitors on site and the turning and manoeuvring of delivery vehicles off the public highway and does not impact negatively on highways or traffic safety in accordance with policy 22 ; and;***
- be designed to the highest quality, taking account of local character, and avoiding development that is out-of-scale with the village character and rural environment.***

Subject to meeting the criteria set out above, support will be given to the expansion and modernisation of existing employment sites in order to retain a range of employment opportunities within the Parish.

Any development proposals that are unable to meet the above criteria will normally be refused.

6.2.4 Key Policy Links

NPPF: Core Planning Principles (paragraph 17), Section 1 – Building a Strong, Competitive Economy (paragraph 21), Section 3 – Supporting a Prosperous Rural Economy (paragraph 28)

Local Plan Policy ECON 1 – Economic Growth, Employment and Enterprise

Vale Royal Borough Local Plan Policy GS6

Village Plan Household Survey Questions 33 and 34

Cuddington Neighbourhood Plan Consultation Document Survey.

6.2.5 Explanatory

The Neighbourhood Plan supports the creation of new small employment sites which bring with them economic growth which is important to the long term viability of the Parish. However, care needs to be taken to ensure that this is not at the expense of residential amenity and that large; out of scale industrial development doesn't occur to undermine the rural character. As a result the policy limited the type of employment acceptable to offices, financial and professional

services, research and development and light industrial uses.

A series of key criteria each dealing with matters of importance highlighted by the community as part of the consultation have been developed. These are designed to ensure that only appropriate employment development is brought forward. It is important that new employment development is targeted towards the existing built up area (within the settlement boundary) so that the wider landscape can be protected from encroachment and that the benefits can be targeted towards the settlement boundary.

Policy 10 - Retail Development

The creation of new, or the expansion of existing, shops, financial and professional and food and drink uses (comprising of planning use class A1 - A5), will be encouraged within the local centres identified on the proposals map to help meet local day-to-day needs.

Any retail development will be subject to the criteria set out for new employment uses as outlined in Policy 9 of the Neighbourhood Plan and retail policies within the Local Plan.

Any retail development within these areas will be small scale or limited to 200 sq.m unless it can be demonstrated that there is no other viable location to meet an unsatisfied local need.

Where planning permission is required, the loss of retail units, either as a result of conversion or redevelopment of sites will be resisted unless it can be demonstrated that there is no viable future use for the unit for retail, financial and professional services or food and drink (use class A1 – A5).

6.2.6 Key Policy Links

NPPF: Core Planning Principles (paragraph 17), Section 2 – Ensuring the Vitality of Town Centre (paragraphs 25, 26)
Local Plan Policy ECON 2

Cheshire West & Chester Council Local Retail Centres Study June 2016

Cheshire Retail Study Update April 2011

Vale Royal Borough Local Plan Policy STC 14

Cuddington Village Plan Household Survey table 3.2.2c

Cuddington Neighbourhood Plan Housing Needs Survey – Section 4: Use of Village Facilities

Cuddington Neighbourhood Plan Consultation Document Survey

6.2.7 Explanatory

In order to create a sustainable, attractive and well serviced community it is imperative that new retail provision, including shops and restaurants, is supported and that which already exists is retained. The Cheshire West and Chester Local Plan identifies Cuddington and Sandiway as an important local centre serving the local population as well as a wider rural hinterland and therefore the vitality and viability of the shopping offer is particularly important. The Neighbourhood Plan identifies two ‘local centres’ based around the existing shopping parades and shopping streets within the Parish. It is important that these areas are the focus for retail development and where the impact of these uses will be most easily accommodated and will also support the overall vitality and viability of the centres. The location of these local centres should be considered in implementing this policy working alongside policy ECON 2 of

the Local Plan.

This policy also requires all new retail development (including expansions) to meet the strict tests set out in the previous Policy 9. This ensures that the impacts of increased traffic, noise, smells and other amenity issues are effectively considered at the planning stage to avoid bad neighbour uses within or adjacent to residential areas and that the design takes account of the local townscape and landscape character.

Policy 11 - Working from Home

Where planning permission is required, for the conversion and expansion of existing dwellings (Class C3) to facilitate home working, this will be permitted subject to ensuring that the final use proposed does not impinge on the amenity of the existing property or neighbouring properties, including consideration of any increase in comings and goings from the property.

Care should be taken to ensure that the intensification of use over time does not result in impact on nearby amenity. Appropriate conditions may be used to ensure that this is achieved through limiting the approved use, the number of vehicular comings and goings or the hours of operation.

Where this conversion results in the loss of existing off road car parking spaces (either as a driveway or garage), replacement parking should be provided elsewhere on plot in order to ensure that increased 'fly-parking' does not occur on the surrounding streets.

The Neighbourhood Plan will continue to support the delivery of high speed broadband infrastructure and other telecommunications infrastructure throughout the Parish to facilitate this policy and to reduce the need to travel.

6.2.8 Key Policy Links

NPPF: Core Planning Principles (paragraph 17), Section 1 – Building a Strong, Competitive Economy (paragraph 21)

6.2.9 Explanatory

Whilst working from home is becoming more common, with many residents having a small home office, there is an increasing trend for home business such as nurseries and child-minding, online retailing and art and design studios. These may require planning permission as a result of the scale and degree of the uses involved. Whilst the Neighbourhood Plan supports home working and entrepreneurship, and uses of this type are clearly often acceptable, this must be carefully balanced against the impacts of such development in residential areas.

One of the key concerns raised repeatedly by residents was the impact of new development on parking within the Parish and the impact that business of all sizes have on the surrounding townscape. As a result, caveats have been placed within the policy to ensure that development neither results in the loss of existing car parking, nor as a result of the use, generates increased vehicular movements that would be inappropriate within a predominantly residential area. If parking is removed as a result of development – either as the result of the conversion of a garage or loss of parking spaces, additional on-plot parking (not a garage) is required.

In line with policies within the Local Plan (Part 1) the policy also supports the ongoing provision of improvements to broadband within the Parish. Overall, improvements will reduce the need to travel and assist with improving the economic attractiveness and competitiveness of the rural economy.

Policy 12 - Tourism

Applications for the improvement of existing tourism sites (including camping and caravanning sites) within the Neighbourhood Plan area will be permitted subject to meeting the following criteria and preserving residential amenity.

All schemes should ensure they deliver:

- an appropriate design for any proposed buildings or structures which is sensitive to the context, paying special regard to materials used and the scale and mass;***
- an appropriate layout and visual impact, responding to the setting and ensuring the integration and preservation of existing landscape features***
- an appropriate access and egress strategy to the site which does not impinge on highways safety or cause impact on key junctions within the area (as defined by Policy 22)***

Applications for the creation of new tourism uses will be resisted, unless they are within the defined Key Service Centre (as defined by the Local Plan); are for the reuse of a previously developed site(s); for the diversification of farms or development at Blakemere Village permitted under Policy 13.

Any new tourism development must meet all the criteria listed above and be subject to other development plan policies, including those regarding the greenbelt and open countryside.

In considering the acceptability of any tourism proposals within the neighbourhood area, regard should also be given to the impact of one-off, or the seasonal impacts of complimentary uses occurring, where planning permission is required.

6.2.10 Key Policy Links

NPPF: Core Planning Principles (paragraph 17), Section 1 – Building a Strong, Competitive Economy (paragraph 21), Section 3 – Supporting a Prosperous Rural Economy (paragraph 28)

Local Plan Policies ECON 2 – Town Centres, ECON 3 – Visitor Economy

Cuddington Neighbourhood Plan Consultation Document Survey.

6.2.11 Explanatory

The Neighbourhood Plan recognises that tourism makes a valuable contribution to the economic activity in the area and is often a way of diversifying agricultural complexes to safeguard historic buildings and the long term future of farming. However, tourism uses bring with them a number of possible impacts both on the character and appearance of the townscape and landscape, but also in terms of noise, disturbance and other amenity impacts.

The policy supports the expansion of existing sites within the Parish that would in almost every instance require the submission of a planning application. The policy has set a series of strict criteria to ensure that the impacts of these are carefully and appropriately considered as part of any planning application process. This is linked, where appropriate, to other policies within the plan, specifically the key junctions identified as part of Policy 22.

New facilities are also subject to strict controls as to their location and acceptability. In order to limit the effects on the wider Parish and its landscape and townscape, there are only specific circumstances where they would be permitted. Any new facility should be within the settlement boundary to avoid encroachment onto the wider countryside, which is

identified as being important to the local community. The policy also deals with the impact of ‘temporary’ uses which are present on a site for over 15 days and where planning permission would be required.

Policy 13 - Blakemere Village

The development of small scale tourism and leisure at the Blakemere Village (as defined on the Proposals Map) will be permitted subject to ensuring that any development meets the criteria set out in policies 9 and 12 of the Neighbourhood Plan. Limited food and drink retail (A3 or A4 use class) development may also be appropriate as part of a mixed use solution.

Development of these uses on this site must be confined to the existing developed footprint and should be part of an overarching scheme. Any planning application must demonstrate how access to these facilities can be secured for those walking and cycling from residential areas north of the A556, and deliver an enhancement to the overall character and visual appearance of the wider open countryside beyond.

6.2.12 Key Policy Links

NPPF: Core Planning Principles (paragraph 17), Section 1 – Building a Strong, Competitive Economy (paragraph 21), Section 3 – Supporting a Prosperous Rural Economy (paragraph 28)
Local Plan Policy ECON 1 – Economic Growth, Employment and Enterprise
Cheshire Retail Study Update April 2011

2011 Census Results – Economy Profile: Weaver and Cuddington Ward

2011 Census Results – Overview Profile: Cuddington Parish Council

Cheshire West & Cheshire Council Local Plan: Employment Land Study Update 2013

Chester West & Chester Council – Local Economic Assessment ‘Story of Place’. February 2011

6.2.13 Explanatory

Blakemere Village is an existing small scale retail and leisure complex based around the former Edwardian stable buildings of Blakemere Hall. The Neighbourhood Plan supports the ongoing use of this facility and the reuse of land and buildings to further the leisure and tourism offer, which are uses identified as being commensurate with the open countryside location. These facilities are to be within the existing Blakemere Village ‘footprint’ and should be ‘small scale’ in character. This will help support local businesses and crafts.

In some circumstances food and drink may form part of the mix of uses on this site, but should not be the driver for further development. Residential and further retail uses do not form part of the uses that are considered acceptable, as part of the mix as there is no identified need for further housing, and appropriate growth can be accommodated within the settlement boundary.

In developing any proposals for this site it is important that the setting and the character of the area is protected and does not become overly developed. The site is accessed by pedestrian, cyclists and vehicles from the A556 but is somewhat separate from the main settlement area and the local population. Any development proposal should also demonstrate how the site and its possible future development is effectively linked back to Cuddington and Sandiway and benefits the wider community.

6.3 Housing and Design

6.3.1 Introduction

The policies within the Housing and Design section respond to the community's wishes to protect and enhance the existing character of the Parish through careful design whilst improving the mix of houses available in the Parish. Particular focus is given to providing starter homes and dwellings suitable for the elderly and those downsizing. Affordable housing for local needs is identified as a key priority for the Neighbourhood Plan and the policies seek its integration with market housing.

6.3.2 Objective

To improve the housing mix through sustainable development by providing smaller and affordable homes which meet the needs of our rural Parish

6.3.3 Summary of Evidence Base

The policies in this section derive from the following documentation: The Village Plan (Overall ~36 % response rate), the Housing Needs Survey (overall ~30% response rate), the Policy Ideas Survey (PS) (overall ~20% response rate), the Cheshire West and Chester Local Plan Parts 1 and 2, and national planning policies.

The Village Plan, Housing Needs Survey, and Policy Survey all underline the village opinion that further large developments in the village are unacceptable (e.g. in the Village Plan 86% of respondents were against). The Village Plan also indicated that, if further development was absolutely inevitable, sites of less than 5 houses were favoured with nothing greater than 20 houses. Census data reviewed in the Housing Needs Survey indicate that the age profile in the village is shifting upwards with an estimated 59% over 40 in 2014. Around 48% of respondents to that survey were over 60, CWaC data indicates that about 38% of our residents are over 60. The importance of this is dealt with in detail in the Housing Needs Survey Report. The survey found that 81% of the over 60s lived in one or two person households. The 2011 Census data shows that ~82% of properties are detached or semi-detached houses and bungalows and 84% of properties are either owned outright or via a mortgage. Census data indicates that the Parish has roughly twice as many 4 bedroom houses as the rest of the borough and nearly 3 times the number in the NW region as a whole. The Housing Needs Survey responses show that the over 60s occupy about 48% of the 4 and 5 bedroom houses, all of the 2 bedroom bungalows, and roughly 70% of the 3 and 4 bed bungalows. 11% of the responses indicated the respondent considered their property was too large while 6.5% considered it too small. As expected, those who considered their property to be too large were predominantly over 60 while the "too small" category was dominated by the younger age groups. However, when asked whether respondents would prefer to 'stay

and modify' or 'move' in the event of ill health issues, roughly 70% wanted to stay and modify. Questions on car ownership in the Housing Needs Survey found that 59% of respondents own 2 or more cars with comments noting that car parking for visitors was required.

A question on the adequacy of village facilities produced a response that was positive overall.. A more detailed analysis showed that the majority of those dissatisfied were over 60 and lived some distance from the facility e.g. those requiring access to the doctor living on the north side of the village or in Delamere Park.

The majority of Housing Needs Survey respondents did not foresee a change in circumstances in the next 10 years but 29% of respondents identified the property they or their family would require. A detailed breakdown of the choices is provided in the survey together with an analysis of which properties were thought to be best for the largest number of people – see the Housing Needs Survey Report Q7et seq. and Appendices. Three bedroom houses, two and three bedroom bungalows and ground/ first floor flats were most in demand. A limited number of comments express concerns about the difficulties of living in larger properties as the owners age while others indicate the difficulty in finding smaller properties which would suit the older resident e.g. with facilities on the ground floor.

The Housing Needs Survey found there were ~6% of respondents who provided information which suggests they would like to be considered for affordable accommodation. It is recognised that such housing is being built as part of the ongoing developments but the aim of this plan is to ensure there is a continuing supply of such property in the smaller developments which are all that are required between now and 2030.

Comments in the Housing Needs Survey require any

development to be in keeping with the rest of the village environment using modern materials/ innovation.

The policy ideas survey showed that approval of the ideas on which the policies below are based ranged between 85 and 95%.

Policy 14 - Housing Mix and Type

Small scale residential developments with a range of housing types to meet identified local needs as set out below will be permitted by the Neighbourhood Plan in order to secure a sustainable and mixed community.

The provision of dwellings which meet the needs of those seeking to enter the property market, the elderly and those wishing to downsize are specifically sought as part of this mix.

Smaller family houses (e.g. 3 bedrooms) and bungalows (e.g. 2-3 bedrooms) will be favoured. Provision of dwellings which specifically serve those with additional mobility or other needs will also be favoured as part of this mix.

Applications that seek the conversion or subdivision of larger dwellings to provide smaller units, which meet the needs identified above, will be permitted where they do not result in the substantial expansion or alteration of the original building.

6.3.4 Key Policy Links

NPPF: Section 6: Delivering a wide choice of high quality homes- Paragraph 47

Local Plan: SOC 3- Housing Mix and Type

6.3.5 Explanatory

Currently, there is no identified need for large numbers of additional housing within the Parish. Based on the views expressed in the Housing Needs Survey responses, the community and Neighbourhood Plan steering group seek an improved mix of housing within the Parish and improved accessibility to accommodation across the whole community.

Local residents are aware that the Parish is generally unaffordable, particularly for those wishing to purchase their first home and the existing housing mix is weighted towards provision of larger family homes, too expensive for young families and difficult to manage for the elderly or those with mobility issues.

Questionnaire and survey work in addition to baseline evidence exploring the age profile of the Parish points strongly towards a need for smaller homes for first time buyers and dwellings which cater for the elderly and those wishing to downsize. All new residential development should demonstrate how it will be suitable, flexible and accessible for all users and occupants.

Policy 15 - Affordable Housing

Affordable housing (including shared ownership and social rented housing) should meet local needs in accordance with the Cheshire West and Chester Local Plan policy. This policy seeks schemes of 3 units or more, or over 0.1 hectares, in size in rural areas to provide affordable housing.

Affordable housing should be built in accordance with identified mix and types of dwelling required by the relevant registered social landlord or reflect the types outlined in Policy 14.

Affordable housing should be designed and delivered to be of equal quality and indistinguishable from market housing. Affordable housing schemes should demonstrate that sufficient car parking has been provided on site for occupiers and visitors in line with Policy 21 of the Neighbourhood Plan.

Aspiration

The Parish Council and other partners will seek to work closely with local registered social landlords (RSL) and the Local Authority housing team to prioritise affordable housing for those who currently live, work or have strong connections with the area, from the time the accommodation is constructed until 6 months after it is available to live in.

Aspiration

The Parish Council will seek to ensure that any commuted sums arising from projects where affordable housing is not built according to the policies of this plan will be spent on affordable housing schemes within the Neighbourhood Plan boundary – and not elsewhere.

6.3.6 Key Policy Links

NPPF: Section 6: Delivering a wide choice of high quality homes - Paragraphs 47, 50 & 54

Local Plan: SOC 1: Delivering Affordable Housing

6.3.7 Explanatory

The local community have identified that the Neighbourhood Plan should encourage the provision of affordable housing over the Plan period for local people. Despite the identified housing need having already been exceeded there is support for small brownfield or infill sites to be developed. In line with Cheshire West and Chester's Local Plan Part 1, the Neighbourhood Plan seeks the provision of affordable housing on sites over 3 units or 0.1 hectare in size. The Steering Group are keen to ensure that new affordable dwellings are designed in a way which ensures they complement existing and surrounding market dwellings and have sufficient parking provision.

Policy 16 - Location of Dwellings

The Neighbourhood Plan will permit small scale residential developments within the settlement boundary. All schemes should ensure that they deliver the broad mix of housing types set out in Policy 14 of the Neighbourhood Plan. All schemes should demonstrate how they can easily access existing shops and services within the local centres identified in Policy 10 of the Neighbourhood Plan by walking, cycling and public transport.

Where housing for older people or those with mobility impairment (regardless of tenure) is proposed, applicants should demonstrate how these can still deliver safe and direct walking routes to shops, services and public transport.

6.3.8 Key Policy Links

NPPF: Section 6: Delivering a wide choice of high quality homes - Paragraph 50

Local Plan: Policy SOC 3- Housing Mix and Type

6.3.9 Explanatory

A central aim of the Neighbourhood Plan is to maintain and protect the character of the Parish. Provision of new dwellings must contribute towards the sustainability of the settlement by ensuring it is well located to the built form and existing services and facilities. In order to support this aim, the reuse of brownfield sites within the settlement boundary for residential use is favoured by this policy.

Additionally, schemes for infill development within the settlement boundary that relate well to the settlement will be permitted where they are small in scale. Similarly, although not favoured, in compliance with Local Plan policy small scale reuse of rural buildings that are no longer suitable for employment and could be converted to dwellings will be permitted provided any development outside of the settlement boundary complies with the Local Plan parts 1 & 2.

The community consultation has identified that schemes in excess of 10 dwellings are unlikely to be considered 'small scale' especially where there is no overriding strategic reasons (from the Local Plan) for supporting any larger growth. As a result development beyond the settlement boundary identified in the Neighbourhood Plan is considered unnecessary.

Schemes that are in isolated locations or areas separate from the main settlement, and therefore are not easily accessed by walking and cycling, will not be permitted under the policies of the Neighbourhood Plan and the Local Plan.

Policy 17 – Infill and Conversions

Applications for infill residential development, will be permitted subject to compliance with other Development Plan policies and the criteria set out below:

- ***They are within the settlement boundaries as defined by the Proposals Map and/or on a previously developed land or property and***
- ***They are within easy walking distance of the shops, services and public transport in accordance with Policy 20 of the Neighbourhood Plan and***
- ***They will deliver a scheme that reflects the design of the surrounding neighbourhood in terms of scale, density and plot size, building lines and materials in accordance with Policy 16 of the Neighbourhood Plan.***

The conversion and change of use of existing non-residential buildings for residential use to provide the type of dwellings outlined in Policy 18 of the Neighbourhood Plan will be permitted where they do not conflict with Policy 10 of the Neighbourhood Plan.

Development on sites beyond the settlement boundary will be resisted.

6.3.10 Key Policy Links

NPPF: Core Planning Principles (paragraph 17), Section 4 – Promoting Sustainable Transport (paragraph 38), Section 6 – Delivering a Wide Choice of High Quality Homes (paragraph 47), Section 7 – Requiring Good Design (paragraph 58)
Local Plan: H8 – Extension/Alteration to Dwellings; H9 Extensions to Dwellings that have been Created through the Conversion of Rural Buildings; H10 Rebuilding/Replacement of Dwellings;
STRAT1 – Sustainable Development

6.3.11 Explanatory

The Neighbourhood Plan seeks to focus new homes onto land within the settlement boundary and onto previously developed (brownfield) land and property. Of course, the development of these sites, often smaller and more constrained than ‘greenfield’ sites, requires careful thought and consideration to ensure that the best possible design solution is achieved and that they are not ‘overdeveloped’.

This policy includes a series of criteria which set out the considerations for determining the acceptability of these infill sites or disused buildings.

Policy 18 - Design for New Development

All new development, regardless of use, should demonstrate consideration of the following design criteria to assist in delivering new development of the very highest design quality.

Schemes should demonstrate how they have considered the relevant sections of the Character Assessment (or subsequent replacement document) and responded to the local character with respect to use of materials, architectural detailing, form and mass and provision of public and private space.

Where appropriate, schemes should seek to:

- **Reinforce character and identity through locally distinctive design and architecture without precluding innovative contemporary design where appropriate**
- **Deliver appropriate densities and plot sizes commensurate with the surrounding townscape**
- **Present a layout for new development which integrates well with the surrounding townscape**
- **Establish a clear hierarchy of streets and spaces that include the prioritisation of pedestrian friendly routes where it is safe and practicable to do so**
- **Deliver a strong network of green and blue infrastructure, improving biodiversity, accommodating sustainable urban drainage systems and appropriate public and private spaces, including recreation spaces in line with Policies 4 and 5 of the Neighbourhood Plan.**

Aspiration

The Neighbourhood Plan has been developed using a detailed Character Assessment for the entire parish. This document not only forms part of the evidence base for this Neighbourhood Plan but can be used to guide future development as outlined in Policies 1, 4, 16 and 18. The Parish Council, working with local volunteers will continue to monitor and update this document to ensure that it remains reflective of circumstances

6.3.12 Key Policy Links

NPPF: Section 7: Requiring good design: Paragraph 58, 59 & 64

Local Plan: ENV 6 - High quality design and sustainable construction

Local Plan: Strategic Objective SO12

6.3.13 Explanatory

This policy seeks to ensure that development of all types makes a positive contribution to the character of Cuddington. [For the sake of clarity this includes extensions which should not disproportionately increase the size of the property.] This is sought through a series of criteria with which applicants need to demonstrate compliance which address

density, plot size, integration with context, streets and spaces and green and blue infrastructure (such as vegetation and bodies of water). Overall, the policy requires applicants to demonstrate that they are promoting a high standard of design appropriate for its situation within the Parish which will include conservation areas.

The policy also reinforces the importance of using the Character Assessment in the preparation of planning applications. The Character Assessment provides a detailed appraisal of the core elements which contribute towards the character of Cuddington and should be utilised by applicants in all types of development.

Policy 19 - Eco-design and Energy Saving

The Neighbourhood Plan will strongly support schemes which can demonstrate that they exceed minimum standards in terms of reducing carbon emissions through the use of sustainable construction techniques, reuse of materials and promotion of integrated renewable and low energy design solutions.

All schemes must still demonstrate a careful consideration of design that responds to its context in compliance with Policy 18 of the Neighbourhood Plan.

Schemes which make provision for future foreseeable technologies, such as electric charging points, will be strongly encouraged. Schemes using sustainable urban drainage (SUDs) and onsite water management, to avoid increasing surface water runoff into watercourses, will be looked upon favourably subject to meeting other design criteria and being integrated into the overall site design solution.

Aspiration

Cuddington Parish Council wish to promote a Parish Energy Saving Scheme as part of the National Renewable Energy Action Plan. The scheme aims to facilitate access to energy saving schemes for all the residents in the parish through individual property upgrade and/ or through a centralised installation whilst ensuring such schemes do not negatively impact the areas rural character and situation. The Parish Council will work closely with the Local Planning Authority and other partners to develop such a strategy or scheme.

6.3.14 Key Policy Links

NPPF: Section 10: Meeting the challenge of climate change, flooding and coastal change - Paragraphs 96 & 97

Local Plan: STRAT 1 - Sustainable development; ENV 6 - High quality design and sustainable Construction; ENV 7- Alternative energy supplies; ENV 1- Flood risk and water management

6.3.15 Explanatory

The Neighbourhood Plan will strongly support small scale new developments which promote the use of energy saving and renewable technologies, in compliance with all other design and conservation policies within the development plan. The Steering Group want to encourage higher than required minimum standards in all new development in order to promote environmentally sensitive construction techniques and building design which reduces long term energy usage.

This approach to climate change action is promoted through the Cheshire West and Chester Local Plan part 1 in Local Plan: Strategic Objective SO15 and the overarching vision.

6.4 Travel and Movement

6.4.1 Introduction

The Cuddington Neighbourhood Plan seeks to improve movement between destinations in the Parish and beyond, via all modes of transport; walking, cycling, public transport and cars.

The Parish benefits from having a walkable neighbourhood including a railway station and bus service. However, due in part to its largely rural location as well as lack of regular public transport services, there is a heavy reliance on privately owned cars. The ability to access facilities within the Parish and the ease with which residents can travel around is central to promoting sustainable development and community wellbeing.

6.4.2 Objective

To support and improve safe and sustainable modes of transport (walking, cycling and public transport) across the Parish whilst alleviating potential traffic and parking issues.

6.4.3 Summary of Evidence Base

The policies in this section derive from the national planning policies, CwaC planning policies listed in the key policy links identified in each policy together with the following documentation prepared after consultation within the Parish:

- 2011 Census Data
- The Village Plan with a 36% response rate
- The Housing Needs Survey with a 30% response rate
- The Character Assessment
- The Policy Ideas Survey with a 20% response rate

The 2011 Census Data shows that 64% of the population of the Parish aged between 16 and 74 work, and their modes of travel to work are as follows: At home 9%, Train/Tram 2%, Bus 1%, Car 81% and Foot 1%.

The Village Plan Chapters 1.4 and 1.5 showed how people got around the village and that they either used the car or walked with few using the bus service. People in Delamere Park commented on the lack of safe access by foot, cycle or bus to the shops, railway station and other facilities in the Key Service Area. The use of public transport to areas outside the Parish was low but around 50% of the respondents said they would make more use of the public transport if improvements were made to the service and to their accessibility.

The Housing Needs Survey Section 3.2 looked at the modes of transport to get to work and to places of education, and the results for travel to work were similar to the 2011 census. Travel to places of education shows that 40% of students study in the village and around 80% of these local students appear to travel by foot or cycle

with the remainder by car. The local primary schools do also cater for students outside the Parish and these are also likely to travel by car.

The Policy Ideas Survey gave 92% support for improvements to the footpath and cycle network and 88% support for improvements to public transport.

The comments from this survey included support for new and improved cycle facilities as well as footpaths along the A49, the A556, Weaverham Road and Norley Road serving Delamere Park, the local primary and secondary schools, the mainline railway station at Hartford and Gorstage Cemetery.

The need for an extended bus service to serve more areas of the Parish including Cuddington and Delamere Park, with links to Weaverham, were also raised in comments. The timing of the bus services, the provision of evening buses and links to the timing of the train services were also seen as important.

The Cheshire West and Chester parking standards for new housing developments are based on the number of bedrooms and the 2011 Census Data provides a breakdown of the number of bedrooms by people in the household in the Parish as detailed in the first table below. 68 % of the households are occupied by only 1 or 2 people and these households are likely to only have up to 2 cars at the most. The second table below shows the breakdown of the number of cars/vans per household and there, 86% of the households have up to 2 cars. In addition 55% of the households own 2 or more cars.

Number of Bedrooms	1	2	3	4+	Total
Households with 1 Person	65	155	218	115	553
Households with 2 People	16	152	362	444	974
Households with 3 People	2	24	123	153	302
Households with 4+ People	0	11	146	264	421
Total	83	342	849	976	2250

Number of Cars/Vans per Household	0	1	2	3	4+	Total
Number of Households	184	820	942	235	69	2250
Number of Cars/Vans	0	820	1884	705	302	3711

The Village Plan Section 1.2 identified the following locations with parking problems: Sandiway local centre, Sandiway and Cuddington schools at drop off and pick up times, Norley Road (particularly at the playing fields when large events take place), Weaverham Road near the doctors and School Lane.

In the Housing Needs Survey Section 3.2 it states 59% of the respondents own 2 or more cars with comments noting that car parking for visitors was required.

The Character Assessment states that in the early 1950s up to 400 local authority houses were built with a high dependence on buses for transport. Little provision was made for future levels of car ownership other than some groups of garages. At least one of these garage areas has subsequently been demolished and the land used for new houses. Many of the houses now have limited parking on the front garden but many cars are parked on the verge, footpath and the road. There is still concern that the modern estates do not make enough provision for parking including an allowance for the size of modern cars, the fact that people rarely use the garage for cars and the need for visitor parking.

Around 90% of the respondents to the Policy Ideas Survey supported the need for improved parking on existing roads and improved parking standards on new

developments. The respondents commented on issues at the same areas already identified above.

The Village Plan, the Housing Needs Survey, the Character Assessment and the Policy Ideas Survey all raised issues of speeding traffic on all roads around and through the Key Service Centre. In addition congested junctions in need of improvement were identified and comments were made that these areas could be made worse by additional traffic from new developments. In particular speeding traffic is of concern on Norley Road between the Round Tower and Delamere Park, Weaverham Road, Mere Lane, Ash Road and other estate roads within the Key Service Centre.

The areas of concern for congestion are the junctions between the A556/School Lane, School Lane/Weaverham Road/, Weaverham Road/A556, Weaverham Road/Norley Road, Norley Road/A49, Norley Road/A556 and A49/A556. The Policy Ideas Survey had 79% of the respondents supporting traffic calming but not through the use of speed humps or chicanes. Traffic calming was not considered appropriate for a policy but the need to extend traffic impact assessment for all new developments for specific roads and junctions within the Parish was supported by 87% of the respondents to the Policy Ideas Survey.

Policy 20 - Improved Pedestrian, Cycle and Public Transport Access

All new developments will, where possible, seek to encourage a modal shift (or transition) towards public transport, cycling, and walking. New, safe and commodious walking, cycle links to local services and public transport routes will normally be included in the design and development proposals of all new developments.

New developments, which include new highways infrastructure, should provide sufficient and safe crossing points for pedestrians and cyclists. Small scale developments which seek to improve the routes identified below through provision of new or enhanced infrastructure will be looked on favourably. These routes are:

- **Pedestrian and cycle links along the A49 and A556;**
- **Pedestrian and cycle links along Norley Road;**
- **Pedestrian and cycle links along Weaverham Road;**
- **Pedestrian and cycle links to Gorstage Cemetery;**
- **Pedestrian and cycle links between the railway station and Delamere Park**

Aspirations

The Parish Council will work with network rail, rail operators, the Community and the Local Authority to deliver improvements to facilities at Cuddington Railway Station. This will include improvements to car and cycle parking at the station, waiting facilities and the general improvements to the environmental quality to help encourage the further use of rail transport. Work is already underway looking at railway station parking across Cheshire West and Chester which will inform this process.

The Parish Council will work with the bus companies, the community and the Local Authority to deliver improvements to bus services to serve a wider area of the Parish including access to Cuddington Railway Station, Delamere Park and local primary and secondary schools.

6.4.4 Key Policy Links

NPPF: Paragraph 35 under ‘Promoting Sustainable Transport’, Paragraph 69 under ‘Promoting healthy communities’
Local Plan: STRAT 10 – Transport and Accessibility,

6.4.5 Explanatory

Sustainable means of transport are vital in promoting sustainable communities. Providing access to these means of transport improves the likelihood of people using them as an alternative to cars. Taking cars off the roads not only reduces the traffic in the local area, but it also improves the local air quality, reduces noise pollution, and improves the safety of everyone.

The Character Assessment identified five footpath routes which were commonly used in the Parish yet were in need of repairs and/or improvements. These have been added to suggestions from the community and links identified as part of the development spatial strategy. Improving the safety and increasing the use of these footpaths would be beneficial for the residents of the Parish, as well as those visiting.

Policy 21 - Parking Standards

All proposals for any new residential development in the Parish will need to provide new or additional on-site parking to adequately serve the development proposed whilst complying with the standards in Chapter 3 of the Parking Standards SPD. Applicants will be required to demonstrate that the development will avoid deterioration, or promote an improvement, to parking problems, and not lead to increased demands for on street parking especially on existing streets. Where appropriate, new development should also include adequate parking for potential visitors over and above the parking standards. Where new and visitor parking is accommodated within new highways infrastructure the new roads should have sufficient widths to ensure emergency and refuse vehicles can pass the parked vehicles without encroaching onto adjacent footpaths, verges or gardens.

Where other new development of any type (including but not limited to retail, commercial or leisure uses) will result in increased demand for car parking spaces when applying the standards in Chapter 4 of the Parking Standards SPD, applications will be required to demonstrate how this demand will be met either by making use of unused off-street capacity or providing additional off-street parking spaces. There should be no increase in the demand parking on existing streets.

6.4.6 Key Policy Links

NPPF: Paragraphs 39 & 40 – under Promoting Sustainable Transport

Local Plan: STRAT 10 – Transport and Accessibility, ENV 10 – Parking and the Parking Standards SPD

6.4.7 Explanatory

Parking issues have been notable in the Parish where previous developments have not taken into account the current vehicle use of modern homes. Parking places designed for these homes were based on times when vehicle use was much lower, yet as a result of which, many of the pavements and verges are now being used to park cars on.

In order to avoid this issue being repeated on future development sites, careful consideration over the incorporation of sufficient parking spaces should be made on new proposals.

Policy 22 - Traffic Impact of New Development

All applications, regardless of scale, should consider their wider impact on traffic and endeavour to improve road safety, reduce speeds and encourage walking, cycling and the use of public transport.

New development which generates significant additional traffic and causes negative impacts on roads within the Parish, specifically at key junctions (as identified on the Proposals Map), will be refused. New small scale developments which include robust schemes to alleviate potential negative impacts on roads will be looked on favourably. Where appropriate, schemes will be required to demonstrate how they have complied with the CWaC Travel Planning Guidance SPD.

6.4.8 Key Policy Links

NPPF: Paragraph 35 – under Promoting Sustainable Transport

Local Plan: STRAT 10 – Transport and Accessibility and the Travel Planning Guidance SPD

6.4.9 Explanatory

Safe walkable communities are important in encouraging people to use sustainable means when navigating to places of need, rather than revert to vehicle use. Negative impacts from new development schemes on the existing walking routes around the Parish should be avoided, while those schemes that seek positive outcomes to existing walking routes will be looked on favourably. New development will likely bring with it increased vehicle use in the Parish, and therefore should account for its impact on the wider highway network. A series of key junctions have been identified (the junctions of the key routes for traffic improvement identified in the Proposals Map) and are therefore listed within the policy.

7. Making it Happen

7.1 Monitoring

The Neighbourhood Plan, once made, will form part of the Development Plan for Cheshire West and Chester Borough Council, and will be subject to the Borough Council's Local Plan Annual Monitoring Report (AMR) regime. The AMR provides many of the monitoring and review mechanisms relevant to Neighbourhood Plan policies, as they sit within the wider strategic policies of the Local Plan, including matters of housing and employment delivery.

Consequently, it is considered that the existing monitoring arrangements for the strategic policies of the Local Plan will be sufficient for most of the Neighbourhood Plan policies.

It may be necessary to monitor separately a number of other specific indicators which should be conducted in partnership with the Borough Council and the Parish Council on a biannual basis. These indicators will establish whether the policies are having the desired outcomes and will highlight policies requiring immediate or timely review to align them with their original purpose.

7.2 Review

The Neighbourhood Plan has been prepared to guide development up to 2030.

This is in line with the Cheshire West and Chester Borough Council Local Plan Part One, the document which provides the strategic context for the Neighbourhood Plan. It is unlikely that the Neighbourhood Plan will remain current and completely relevant for the entire Plan period and may, in whole or in part, require some amendments before 2030.

There are a number of circumstances under which a partial review of the plan may be necessary. These may include revision of the following existing local planning documents or in the event that the monitoring of the policies listed below are not adequately addressing the objectives set for the Plan.

- Revision to the Local Plan or its evidence base
- Revision to National Policy
- If Strategic or committed sites do not come forward as planned.

In all cases, the Parish Council and its partners should consider undertaking a partial review of the Neighbourhood Plan in five to six years from adoption (around 2022-23) and then a full review should be no later than 2025.

8. References

- National Planning Policy Framework
- Cheshire West and Chester Local Plan Parts 1 and 2
- Cuddington Neighbourhood Plan Housing Needs Survey - May 2016
- Cuddington Neighbourhood Plan Character Assessment - August 2016
- Cuddington Neighbourhood Plan Vision Objectives and Policy Ideas - November 2016
- Cuddington, Delamere Park and Sandiway Village Plan - July 2015

Appendices

Appendix A: Glossary of Terms and Acronyms (taken from the Cheshire West and Chester Local Plan)

Affordable housing – Includes social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Affordable housing should: meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; and include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

Aggregate - Sand, gravel, crushed rock and other bulk materials used in the construction industry for purposes such as the making of concrete, mortar, asphalt or for roadstone, drainage or bulk filling materials.

Allocated land/sites - Land which is defined in the development plan as being acceptable in principle for development for a particular purpose and which is not already in use for that purpose.

Annual Monitoring Report (AMR) - Assesses the implementation of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.

ASLEV - Area of Significant Local Environmental Value designated by Vale Royal Borough Council.

Biodiversity - A measure of the number and range of species and their relative abundance in a community.

Brownfield land - See Previously Developed Land.

Community facilities - Facilities providing for the health, welfare, social, educational, spiritual, leisure and cultural needs of the community.

Community Infrastructure Levy - A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.

Conservation Areas - Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Such areas are designated by Local Planning Authorities under the Town and Country Planning Acts.

Derelict land - Land so damaged by industrial or other development that it is incapable of beneficial use without treatment.

Development brief - Document providing detailed information to guide developers on the type of development, design and layout constraints and other requirements for a particular, usually substantial, site.

Economic development - Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Edge of centre - For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

Employment land - Development of land falling within use classes B1, B2 and B8 or applicable sui generis uses of the Use Classes Order 1987 as amended.

Exception sites - Small sites solely for affordable housing which would not otherwise be released for general market housing.

Financial viability - An objective financial viability test of the ability of a development project to meet its costs including cost of planning obligations, whilst ensuring an appropriate site value to the land owner and a market risk adjustment return to the developer in delivering that project.

Green Belt - Area of land, largely rural in character, which is adjacent to the main urban areas and which is protected from development by restrictions on building.

Greenfield - Land on which no development has previously taken place unless the previous development was for agriculture or forestry purpose or, the remains of any structure or activity have blended into the landscape.

Housing land supply - The number of additional dwellings becoming available, either under construction or on land with planning permissions, or allocated within a local plan.

Listed building - A building included in a list compiled by the Secretary of State for National Heritage as being of special architectural or historic interest.

Local Development Document (LDD) -The collective term for documents prepared by a local planning authority which contain statements and policies regarding the development and use of land and the allocation of sites.

Local Development Framework (LDF) – A portfolio of local development documents which include the Local Development Scheme, development plan documents, Supplementary Planning Documents, the Statement of Community Involvement and the Annual Monitoring Report.

Local Development Scheme (LDS) - A public document setting out the Council's programme for the production of its Local Development Documents.

Local Plan - A plan setting the statutory planning framework for the area.

Local Planning Authority - The body responsible for carrying out the statutory planning functions.

Local Strategic Partnership - Set up under legislation in 2000, LSPs operate across an authority area and are an overarching community partnership to help deliver change. Often led by the local council, their membership should be representative of the local community.

National Planning Policy Framework (NPPF) - Sets out the government's policies for Local Plans and planning decisions.

North West of England Plan Regional Spatial Strategy to 2021 (RSS) - A document prepared by the North West Regional Assembly on behalf of the Secretary of State which set a spatial development framework for the region. It was adopted in September 2008 and was revoked on 20 May 2013.

Neighbourhood Development Order - An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.

Neighbourhood Plan - A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Out of centre - A location which is not in or on the edge of a centre but not necessarily outside the urban area.

Out of town - A location out of centre that is outside the existing urban area.

Planning Period - The planning period for the Local Plan and for the Neighbourhood Plan is up to 2030.

Previously Developed Land (PDL) – Land which is or has been occupied by a permanent (non-agricultural) structure and associated infrastructure, including the area of land attached to a structure as well as the structure itself (e.g. residential property and garden). It excludes land and buildings used for agricultural purposes, forest and woodland and urban open space such as parks, allotments and recreation grounds. Also known as brownfield land.

Primary Aggregates/Minerals - Minerals that are extracted or won from where they naturally occur.

SBI – Site of Biological Importance.

SSSI - Site of Special Scientific Interest a conservation designation denoting a protected area.

Strategic Housing Land Availability Assessment (SHLAA)- An assessment of the housing land supply and potential within a local authority area with the intention of demonstrating that sufficient housing supply exists/likely to exist over different time bands.

Strategic Housing Market Assessment (SHMA) - An assessment of a housing market produced by authorities or partnership authorities.

Supplementary Planning Document (SPD) - Guidance notes produced by the local authority, which give advice on particular aspects of policies in development plan documents. They can provide a guide for developers. They do not form part of the development plan and are not subject to independent examination.

Sustainability Appraisal (SA) - A means of appraising the social, environmental and economic effects that policies and plans may have in the long term. Sustainability appraisals are required for each development plan document and must fully incorporate the requirements of the Strategic Environmental Assessment Directive.

Sustainable Drainage Systems (SuDS) - A sequence of management practices and control structure, often referred to as SuDS, designed to drain water in a more sustainable manner than some conventional techniques. Typically these are used to attenuate run-off from development sites.

Appendix B Schedule of Policies

Environment

- | | |
|----------|--|
| Policy 1 | Landscape Setting |
| Policy 2 | Settlement Gateways |
| Policy 3 | Local Heritage Assets |
| Policy 4 | Habitat and Wildlife Corridors |
| Policy 5 | Protecting Trees, Hedgerows and Vegetation |
| Policy 6 | Local Green Spaces |
| Policy 7 | Open Countryside |
| Policy 8 | Views and Vistas |

Economy and Retail

- | | |
|-----------|------------------------|
| Policy 9 | Employment Development |
| Policy 10 | Retail Development |
| Policy 11 | Working from Home |
| Policy 12 | Tourism |
| Policy 13 | Blakemere Village |

Housing and Design

- | | |
|-----------|------------------------------|
| Policy 14 | Housing Mix and Type |
| Policy 15 | Affordable Housing |
| Policy 16 | Location of Dwellings |
| Policy 17 | Infill and Conversions |
| Policy 18 | Design for New Development |
| Policy 19 | Eco-design and Energy Saving |

Travel and Movement

- | | |
|-----------|--|
| Policy 20 | Improved Pedestrian, Cycle and Public Transport Access |
| Policy 21 | Parking Standards |
| Policy 22 | Traffic Impact of New Development |

Appendix C: Boundaries Map

Appendix D: Proposals Map

Appendix E: Environmental Proposals Map

Appendix F: Local Green Space Map

Appendix G: Views and Vistas Map

Acknowledgements

Cuddington Parish Council

The Residents of Cuddington Parish for their ideas and support in communications

Historical references :

R M Bevan publication “Cuddington & Sandiway”

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