

Cheshire West & Chester Council

# Local Plan



## Issues and Options (Regulation 18)

July 2025



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Cheshire West  
and Chester



## Local Plan Issues and Options (Regulation 18)

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# 1 Introduction

**1.1** All local planning authorities have a statutory planning framework, known as a Local Plan, to guide development and achieve sustainable development. Cheshire West and Chester's current adopted Local Plan consists of:

- [Local Plan \(Part One\) Strategic Policies](#): adopted in January 2015, which provides the overall vision, strategic objectives, spatial strategy and strategic policies for the borough to 2030.
- [Local Plan \(Part Two\) Land Allocations and Detailed Policies](#): adopted in July 2019, which provides further detailed policies and land allocations which support the strategic objectives and policies set out in the Local Plan (Part One).

**1.2** Councils have a duty to maintain an up-to-date plan. National policy states that policies in local plans and spatial development strategies, should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary.

**1.3** In January 2024, the Council decided to prepare a new style Local Plan under the provisions of the Levelling Up and Regeneration Act 2023. However, since the new government was elected last year, the implementation of the new plan-making system has been delayed, and the deadline for submitting plans under the Planning and Compulsory Purchase Act (2004) has been extended to December 2026.

**1.4** As a result, Council Cabinet decided on 15 January 2025 to begin preparation of a new Local Plan under the current plan-making system, with the option to switch to the new plan-making system should it prove necessary and expedient to do so.

**1.5** This Issues and Options (Regulation 18) consultation document is the first formal stage in producing a new Local Plan, in line with the Local Planning regulations 2012 (as amended), and is seeking views on whether the right issues have been identified and which options are the best for addressing them.

## Scope

**1.6** The new Local Plan will create a single local plan document that updates and replaces all policies in the current [Local Plan \(Part One\)](#) and [Local Plan \(Part Two\)](#). The new plan will set out how much development is required in Cheshire West. It will include housing, retail and employment uses and may allocate sites required to deliver the level of development needed.

**1.7** It will also set out policies that cover the same issues as those in the existing Local Plan such as protecting the Green Belt, delivering sustainable development, protecting and providing open space and the natural and historic environment, and consider what changes have taken place in national policy and how we respond to these.

**1.8** The document broadly follows the thematic structure of the Local Plan (Part One) setting out our proposed approach in the context of national policy, guidance and what our evidence is telling us. It sets out how we think the current Local Plan policies should be updated, combined, retained or deleted. We have provided more detail for those areas where we have a clearer idea of how the current policies need to be changed. There are other areas where we are seeking views, through the consultation, on what approach the new Local Plan should take.

**1.9** A summary schedule of all current Local Plan policies and the proposed approach is included in Appendix A 'Proposed approach to existing Local Plan policies'

# 1 Introduction

**1.10** Cheshire West and Chester, along with Cheshire East and Warrington Councils, has been confirmed as part of the government's devolution priority programme. This means outline plans to set up a Combined Authority and hold mayoral elections in May 2026 have been accepted by government. A final decision will be made by the three councils later this year. While a combined authority would hold devolved powers related to strategic planning and have a duty to produce Spatial Development Strategy (SDS), the SDS will take several years to produce and cannot make allocations therefore it will be important to progress the new Local Plan.

## How to response to this consultation

**1.11** Representations can be made to this consultation by submitting comments using the [online consultation portal](#).

**1.12** Each section has a number of questions on key topics where we would like your views. You are welcome to answer as many questions as you wish. This is a lengthy document, so it is up to you whether you focus on topics of particular interest to you, or answer a broader range of questions.

**1.13** Using the online consultation portal is the most straight forward way to share your views with us. This method also helps ensure that officer time is used most efficiently in handling and analysing consultation responses. However, if you are unable to comment using the online form, we will also accept responses by email or post to either:

- Email – [planningpolicy@cheshirewestandchester.gov.uk](mailto:planningpolicy@cheshirewestandchester.gov.uk)
- Post – Planning Policy, Cheshire West and Chester Council, The Portal, Wellington Road, Ellesmere Port, CH65 0BA

**1.14** Please ensure that you include the following information if responding by email or post, so we can consider your comments:

- Name and contact details
- Organisation (where relevant)
- What you are commenting on – which chapter, policy approach or section. Please include the suggested policy approach reference and/or paragraph, and the relevant question number

## National development management policies

**1.15** The [Levelling Up and Regeneration Act \(2023\)](#) introduced national development management policies (NDMPs) covering a range of planning issues, such as design standards, environmental impacts and infrastructure requirements, that will override the content of local development plans when the two conflict. NDMPs are expected to be introduced this year.

**1.16** This Issues and Options Local Plan has been prepared in the context that NDMPs have not yet been published. However, it must be acknowledged that publication of the NDMPs may considerably alter the final content of the Local Plan if the content duplicates/conflicts with the any of the suggested policy approaches for the new Local Plan.

## Design Code

**1.17** The Council is currently preparing a borough-wide design code that will contain a collection of design principles setting out exactly what is expected of new development. This will replace elements of existing Local Plan policy and has been factored into our thinking in terms of our suggested approach for the new Local Plan.

## Evidence base

**1.18** The new Local Plan must be based on up to date and robust evidence. Details of the current range of studies, reports and evidence which have been produced so far, is available in the [evidence base](#) section of the planning policy webpages.

**1.19** We think that the following additional evidence is needed to support a new Local Plan:

- Retail and Town Centres Study (in preparation)
- Strategic Flood Risk Assessment (in preparation)
- Gypsy Traveller Accommodation Assessment (GTAA) (in preparation)
- Housing Needs Assessment (to be prepared)
- Green Belt Study (to be prepared)
- Infrastructure Delivery Plan (to be prepared)
- Strategic Viability Assessment (to be prepared)
- Transport Assessment (to be prepared)
- Land Availability Assessment (in preparation).

**1.20** The new Local Plan will also need to take into account approaches set out in the Council's existing plans and strategies, such as the Borough Plan, the Place Plan, and Housing Strategy.

### Question IN 1

Do you agree that this is the right evidence that we need to inform the new Local Plan? Is there further evidence that you think will be required?

## Monitoring

**1.21** It is a statutory requirement that Local Plan policies are monitored through a monitoring framework. The monitoring framework must be included in the plan.

### Question IN 2

Do you have any comments on what the monitoring framework should include?

## Plan period

**1.22** The current Local Plan time period is 2010-2030. In preparing a new Local Plan we will need to decide what period the new plan should cover.

**1.23** National policy says that Local Plans should look ahead for a minimum of 15 years following adoption. Where larger scale development are proposed, policies should be set within a vision that looks further ahead (at least 30 years). We think that the update Local Plan should plan for a period of 15 years.

## 1 Introduction

### Question IN 3

Do you have any comments or views on the proposed plan period for the new Local Plan?

### Sustainability Appraisal

**1.24** The purpose of a Sustainability Appraisal is to assess the extent to which a Local Plan will help to achieve relevant environmental, economic and social objectives, and this incorporates a Strategic Environmental Assessment (SEA). SEA focuses on environmental effects and meets the requirements set out in the Environmental Assessment of Plans and Programmes Regulations 2004. For this Issues and Options consultation, we have undertaken an initial high-level assessment in relation to the sustainability objectives, available from the [appraisals section](#) of the online consultation portal.

### Question IN 4

Do you have any comments on the initial SA/SEA that accompanies the new Local Plan Issues and Options?

### Habitats Regulation Assessment

**1.25** We have also carried out an initial Habitats Regulations Assessment (HRA) screening to establish if a full appropriate assessment is required to ensure that there are no potential significant adverse effects of the new Local Plan on Natura 2000 (or European sites designated for their biodiversity and/or habitat value), available from the [appraisals section](#) of the online consultation portal.

### Question IN 5

Do you have any comments on the HRA screening that accompanies the new Local Plan Issues and Options?

### Neighbourhood Plans

**1.26** Neighbourhood Plans, which have been prepared by Parish Councils or Neighbourhood forums, must be in conformity with the strategic policies for the area and should not promote less development or undermine those strategic policies. The new Local Plan will have to identify which the strategic policies are.

**1.27** It may therefore be that communities will wish to review their neighbourhood plans in due course. Importantly, however, much of the detailed content of neighbourhood plans won't be affected by the new Local Plan and policies set out in existing neighbourhood plans will continue to be relevant.

## Question IN 6

Do you have any comments on what role Neighbourhood Plans should play in terms of meeting Cheshire West's development needs and other suggested policy approaches for the new Local Plan? This could include things like meeting housing needs, local connection tests, or design etc.

### Call for sites

**1.28** The Council undertook a call for sites exercise as part of the Local Plan Early Conversation Engagement in 2021, and more recently in early 2024 as part of the [draft Land Availability Assessment](#) consultation. This gave landowners/ developers wishing to see their sites considered for development, the opportunity to submit them for consideration. A large number of sites were submitted and in addition, officers have identified a number of other potential development sites in accordance with national planning practice guidance. A report documenting the methodology used for the stage one assessment, and all sites considered at this stage, has been published alongside this Issues and Options consultation here: [Land Availability Assessment](#)

**1.29** We are still happy to receive additional sites through this consultation via the [online site submission form](#), including potential sites for Gypsy and Travellers, self and custom housebuilding, and minerals development.

### Next steps

**1.30** Following this Issues and Options consultation, we will consider all of the responses received, along with other sources of evidence and information. We will use this information to inform the next iteration of the plan, at Publication Draft stage, which will present a refined approach to the issues raised in this document and the spatial growth strategy, based on the feedback received and analysis of the evidence gathered. Following further public consultation next summer, the new Local Plan will be submitted to the Secretary of State in December 2026, for examination in 2027.

2 Vision

2 Vision

National policy

2.1 Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for meeting housing needs and addressing other economic, social and environmental priorities; and a platform for local people to shape their surroundings (NPPF, paragraph 15).

2.2 Section 19(1B) - (1E) of the [Planning and Compulsory Purchase Act 2004](#) sets out that each local planning authority must identify their strategic priorities and have policies to address these in their development plan documents (taken as a whole).

Evidence base

- [Local Plan Conversation 2021 - Feedback Report 2022](#)
- [Cheshire West and Chester Climate Emergency Response Plan](#)
- [Cheshire West Place Plan 2025](#)
- [A Plan for the Borough: 2024-2028](#)

Key issues

- We need to develop a vision for the Cheshire West and Chester new Local Plan which sets out how we want to see the area grow and evolve up to the end of the plan period.
- The vision should be positive, aspirational but realistic, clear and locally distinctive, and set out the intended character of the plan area.
- The level of housing development required by the government presents a significant challenge to meeting national policy obligations while maintaining the special character of Cheshire West and Chester.
- Acknowledging this, we believe that the current Local Plan vision will have to be updated.

Current adopted policy

Local Plan	Reference	Summary
<a href="#">Local Plan (Part One)</a>	<a href="#">2 Vision</a>	Sets out a vision of what Cheshire West and Chester will be like in 2030

Suggested policy approach

2.3 While the vision and the spatial strategy options (see SS 5 'Spatial strategy options') are interlinked, we think that, in addition to describing the high-level ambition for Cheshire West and Chester, that there are some common themes or priorities that should sit at the heart of and run through the new Local Plan. We also think that below the high-level ambition, succinct visions should be established for what we want individual places in Cheshire West to be like.

## VI 1

### Vision

#### Vision – principles

The vision for Cheshire West and Chester is to be a desirable and attractive place to live, work, learn and visit with vibrant towns and villages, by meeting our development needs in sustainable locations. We will achieve this by applying the four overarching principles of:

- **Tackling climate change** – adapting to and mitigating against the effects of climate change and achieving a net increase in biodiversity
- **Promoting wellbeing** – enabling all to enjoy safe and healthy lifestyles with a good quality of life
- **Providing infrastructure** – ensuring the provision of appropriate infrastructure in suitable locations to make Cheshire West and Chester a good place to live
- **Protecting character** – protecting the special character of the Cheshire countryside and its villages

#### Vision – places

While we do not know which specific places will be identified in the new Local Plan (5 'Spatial strategy'), as this will depend on the final choice of the spatial strategy, we would expect the larger settlements to have an individual vision:

- Chester
- Ellesmere Port
- Northwich
- Winsford
- Frodsham
- Neston and Parkgate

### Question VI 1

Do you agree with the suggested approach towards the new Local Plan vision, as set out in VI 1 'Vision' above? If not please suggest how it could be amended?

### Question VI 2

Should the vision include/establish a set of principles and priorities? Are these the right ones – do you have any other suggestions?

## 2 Vision

### Question VI 3

Do you agree with the approach of establishing concise visions for the key places identified in the new Local Plan? Or do you have an alternative suggestion?



## 3 Objectives

### Evidence base

- [Local Plan Conversation 2021 - Feedback report 2022](#)
- [Cheshire West and Chester Climate Emergency Response Plan](#)
- [Cheshire West Place Plan 2025](#)
- [A Plan for the Borough: 2024-2028](#)

### Key issues

**3.1** Changes to national planning policy, including the weakening of Green Belt protection; introduction of grey belt; and a significant increase in the local housing need, may make it more challenging to deliver some objectives.

**3.2** At this stage we don't know how much development will be in any particular area, or which settlements or key sites might be identified for growth, as this will ultimately depend on the final decision on the spatial strategy.

### Current adopted policy

Local Plan	Reference	Summary
<a href="#">Local Plan (Part One)</a>	<a href="#">3 Strategic objectives</a>	Sets out objectives for how the Local Plan deals with the key issues identified in the vision.

### Suggested policy approach

#### OB 1

#### Objectives

Two alternatives for objectives for the new Local Plan have been identified as follows:

- Option A – Take forward the current Local Plan objectives
- Option B – Use the Sustainability Appraisal objectives

They are set out in more detail below. There is no right or wrong answer in respect of these options. Each option generates different impacts and has a range of pros and cons.

#### Question OB 1

Please select the option which is the most appropriate approach for the new Local Plan:

- Option A – Take forward current Local Plan objectives
- Option B – Use the Sustainability Appraisal objectives
- Neither of these

## 3 Objectives

### Question OB 2

Do you have any alternative approaches options that you would like to suggest?

## Option A

### Take forward the current Local Plan objectives

This option takes forward the objectives from the current Local Plan. However, some may need to be amended if they are not considered realistically achievable.

#### Economic

- **SO2** Support a vibrant, diverse and competitive local economy that provides a range of job opportunities to support sustainable communities.
- **SO4** Provide and develop reliable, efficient transport networks that support sustainable growth and improve accessibility to jobs and services.
- **SO5** Ensure all development is supported by the necessary provision of, or improvements to infrastructure, services and facilities in an effective and timely manner to make development sustainable and minimise its effect upon existing communities.

#### Social

- **SO6** Promote mixed and balanced communities through the provision of a range of housing to meet market, affordable and specialist housing needs.
- **SO7** Support education and skills and ensure that deprived communities have access to services and employment.
- **SO8** Create stronger, safer and healthier communities by enabling access to leisure, recreational and community facilities and promoting walking and cycling.

#### Environmental

- **SO11** Ensure new development does not create an unacceptable impact, either individually or cumulatively, on the amenity and health of residents.
- **SO12** Ensure new development is of sustainable and high quality design that respects heritage assets, local distinctiveness and the character and appearance of the landscape and townscape.
- **SO13** Manage, expand and improve green infrastructure and waterways networks, recognising their importance in delivering local environmental, social, economic and health benefits.
- **SO14** Mitigate and adapt to the effects of climate change by addressing flood risk and water management and support the development of new buildings and infrastructure that are resilient, resistant and adapted to the effects of climate change.
- **SO15** Take action on climate change by promoting energy efficiency and energy generation from low carbon and renewable resources.
- **SO16** Achieve sustainable waste management, using sustainable modes of transport and travel and the prudent use of our natural resources including water and mineral reserves.

As a result of changes to national planning policy, the following objectives could be more difficult to deliver and may have to be amended:

- **SO1** Develop the role of Chester as a sub-regional city, promote regeneration and development in the towns of Ellesmere Port, Northwich and Winsford and enable appropriate levels of development in the key service centres to support sustainable rural communities.

### 3 Objectives

- **SO3** In rural areas, support farming, agriculture and diversification of the rural economy whilst ensuring development is of an appropriate scale and character.
- **SO9** Support sustainable development and urban regeneration by supporting the use of suitably located previously developed land and buildings and by locating the majority of development within and on the edge of the main urban areas and key service centres.
- **SO10** Protect the environmental quality and character of Cheshire West and Chester through maintaining the general extent and character of the North Cheshire Green Belt and Cheshire countryside.

#### Question OB 3

Do you feel that the option of taking forward the current Local Plan objectives into the new Local Plan, as set out in Option A 'Take forward the current Local Plan objectives' above, is an appropriate approach?

#### Question OB 4

Do you think that objectives SO1, SO3, SO9, SO10 need to be amended if they are to be taken forward into the new Local Plan? Do you have any suggestions for how they should be amended?

## Option B

### Use the Sustainability Appraisal objectives

This option proposes using the objectives from the Sustainability Appraisal:

1. Protect air quality where it is of a high standard and to improve it elsewhere.
2. Reduce the emission of greenhouse gasses, in particular CO<sub>2</sub>
3. Reduce energy consumption, promote energy efficiency and increase the use of energy from renewable resources. Will it reduce energy consumption?
4. Achieve sustainable waste management by reducing the production of waste, increasing opportunities for recycling and reducing the amount of waste being sent for final disposal to landfill.
5. Reduce the consumption of natural resources.
6. Protect land and soil quality.
7. Optimise the re-use of previously developed land and buildings.
8. Manage contaminated land effectively
9. Protect and enhance the number and area of RIGS.
10. Minimise the risk of flooding from all sources.
11. Protect, maintain and improve the quality of water resources, minimise the risk of pollution and improve water efficiency. Will the Plan protect, maintain and improve the quality of water resources?
12. Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.
13. Preserve and enhance historic assets, sites, features, areas and settings of archaeological, historical and cultural heritage importance.
14. Protect and enhance the borough's biodiversity and wildlife habitats.
15. Provide sufficient high quality, well designed, sustainable housing solutions to meet the range of identified needs for market and affordable housing (including housing options for older people, students, Gypsies and Travellers and Travelling Showpeople and self and custom house building)
16. Promote regeneration, particularly of deprived areas.
17. Create a safe environment to live in and reduce the fear of crime.
18. Enable environments that promote health and wellbeing.
19. Support a sustainable, resilient and inclusive economy and provide opportunities for economic growth and investment.
20. Maintain and improve the vitality and viability of city, town and local centres
21. Protect and enhance community facilities and services
22. Make the best use of existing transport infrastructure and ensure everyone has access to high quality and affordable public transport, cycling and walking infrastructure

These objectives can be viewed in more detail in the [Local Plan Update 2023 Sustainability Appraisal Scoping Report](#)

### 3 Objectives

#### Question OB 5

Do you feel that the option of using the Sustainability Appraisal objectives in the new Local Plan, as set out in Option B 'Use the Sustainability Appraisal objectives' above, is an appropriate approach?

#### Question OB 6

If you do not feel this is an appropriate approach, are there any changes that you could suggest?

## 4 Sustainable development

### National policy

**4.1** The [NPPF](#) identifies in paragraph 7 that “the purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner”. In paragraph 8 it goes on to explain that achieving sustainable development means that the planning system has an economic objective, a social objective and an environmental objective. At the heart of the NPPF is a presumption in favour of sustainable development (NPPF, paragraph 11) and for plan-making this means that “all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects”.

**4.2** The [Climate Change Act 2008](#) sets a duty for the net UK carbon account for the year 2050 to be at least 100% lower than the 1990 baseline. The 1990 baseline is the aggregate amount of net UK emissions of carbon dioxide for that year and net UK emissions of each of the other targeted greenhouse gases for the base year for that gas.

**4.3** The [Planning and Compulsory Purchase Act 2004](#) states that development plan documents must include policies designed to secure that the development and use of land in the planning authority's area contribute to the mitigation of, and adaptation to, climate change.

### Evidence base

- [The Tyndall Centre Climate Emergency Report \(2019\)](#)
- [The Anthesis Climate Emergency Response Plan and Carbon Management Plan \(2019\)](#)

### Key issues

- Cheshire West and Chester unanimously declared, on 21 May 2019, that the borough was in a climate emergency. The Council agreed that climate change presents a threat to our way of life; recognised the need to act in-line with the worldwide agreements on climate change and the best available evidence, which states that to limit emissions to 1.5 OC, there is a requirement to reach 'net zero' by 2045; and the Council must play its part by evidencing leadership on this issue.
- Carbon Dioxide per capita estimates for 2022 within the scope of influence of Local Authorities (including commercial, domestic, industry, transport and public sectors) were 7.3kt per capita in Cheshire West and Chester, compared to 4.3kt per capita for England. This is partly due to the very high industrial emissions in Cheshire West and Chester due to industrial sources such as Stanlow refinery.
- Private car use is high in Cheshire West and Chester compared to general figures for England. In 2021, 83% of households in the borough had at least one car or van, whereas the figure for England is 77%. In 2021, 50.8% of employed Cheshire West and Chester residents' method of travel to work was driving a car or van, compared to 44.5% in England as a whole. As such, transport has a significant impact on carbon emissions and air quality in the borough.
- Cheshire West and Chester has significant areas of agricultural land, including some large areas of Best and most versatile agricultural land (Grade 1 – Grade 3a). This land is important for food production, but the pressure for the use of agricultural land for alternative uses (such as ground-mounted solar or housing) is increasing.
- Sustainable development links with and has positive impacts on many other topic areas, such as deprivation, health, transport, air quality, flood risk and biodiversity.

## 4 Sustainable development

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 1 Sustainable development</a>	Identifies that the Local Plan seeks to enable development that improves and meets the economic, social and environmental objectives of the borough in line with the presumption in favour of sustainable development. Sets out a series of sustainable development principles that proposals must support.

### Suggested policy approach

**4.4** The suggested policy approach is to amend and expand current [Local Plan \(Part One\)](#) policy STRAT 1 to make the requirements clearer, particularly in relation to mitigating and adapting to climate change. Climate change is a particularly important issue in Cheshire West and Chester given the relatively high per capita carbon dioxide emissions and the fact that the Council has declared a climate emergency. This new policy should ensure that climate change mitigation and adaptation is prioritised.



**SD 1****Sustainable development**

New developments must, where relevant:

**Mitigating climate change**

1. Maximise opportunities to secure significant reductions in carbon emissions through low carbon design, embodied carbon and energy consumption;
2. Maximise opportunities to generate energy from renewable sources and to re-balance the grid through energy storage. All new buildings should include solar panels unless it can be shown that this is impractical or not viable. Strategic sites should be connected to a district heat network. Where this is not currently feasible, new homes should be built with the necessary infrastructure in place to enable such connections to be easily integrated in the future. Opportunities should be sought to connect commercial development producing sufficient levels of waste heat, with residential development or other developments with demand for heating, where they are located within close proximity;
3. Be designed to make walking, wheeling and cycling as safe and easy as possible. Providing for sustainable transport choices to create healthy and inclusive communities, whilst reducing the need to travel. Incorporating electric vehicle (EV) charging points in every new home with off-street parking, and outside new commercial developments, village halls, community facilities and services;
4. Deliver high quality, interconnected and multifunctional green and blue infrastructure, which will be designed to provide sequester carbon, improve air quality and enhance biodiversity. Tree planting and other carbon sequestering habitat types should be incorporated into new developments; and
5. Maximise resource efficiency and supporting the transition to a circular economy by minimising waste, maximising the reuse of materials, and prioritising low embodied carbon materials.

**Adapting to climate change**

6. Be designed to be resilient and adaptive to the future impacts of climate change. Schemes should minimise the risk of overheating and buildings must be able to withstand the impact of extreme conditions, such as from flooding and heat exposure;
7. Be located in accordance with the Sequential Test and the Exceptions Test (where appropriate) and have regard to the Strategic Flood Risk Assessment. Areas at risk of flooding, both now and in future, should be avoided and development should contribute to reducing flood risk on site without exacerbating flood risk elsewhere. Natural flood management features such as Sustainable Drainage Systems (SuDS) should be incorporated into design of schemes and should also provide amenity value and / or biodiversity improvements;
8. Incorporate water efficiency, water recycling and rainwater harvesting measures to mitigate the impact of drought and reduce resource and associated energy consumption.

**Additional environmental and social requirements**

- Protect, enhance or improve the natural and historic environment whilst enhancing or restoring degraded and despoiled land and seeking opportunities for habitat creation;

## 4 Sustainable development

- Encourage the use and redevelopment of previously developed land and buildings and minimising the development of greenfield land as much as possible;
- Avoid development in locations of high environmental value and on high-grade agricultural land ; and
- Support development that achieves regeneration of the most deprived areas of the borough.

The Council will always work proactively with applicants where proposals are not in accordance with the Plan to find solutions which mean that proposals can be made sustainable and approved wherever possible. However, proposals that fundamentally conflict with the above principles or policies within the Local Plan will be refused.

### Question SD 1

Do you agree with the suggested policy approach towards sustainable development, as set out in SD 1 'Sustainable development' above? If not please suggest how it could be amended?

### Question SD 2

Do you have any comments on how feasible district heat networks are? Should district heat networks be a requirement on strategic sites?

### Question SD 3

Are there any other sustainable development issues or requirements that should be included in the new Local Plan?

## 5 Spatial strategy

### National policy

**5.1** The [NPPF](#) states that strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for: homes (including affordable housing), employment, retail, leisure and other commercial development (NPPF, paragraph 20).

**5.2** To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning practice guidance (NPPF, paragraph 64) to establish a housing requirement figure for the whole area, which shows the extent to which the identified housing need can be met over the plan period (NPPF, paragraph 69).

**5.3** Policy-making authorities will also need to prepare a robust evidence base to understand existing business needs (PPG, paragraph 025), using a range of data (PPG, paragraph 027) to quantify land requirements (PPG, paragraph 030), set criteria, and identify strategic sites, for local and inward investment to meet anticipated needs over the plan period (NPPF, paragraph 86b) and address the locations requirements of different sectors (NPPF, paragraph 87).

### Evidence base

- [Land Availability Assessment \(Stage One\)](#)(Stage Two in preparation)
- [Local Plan Annual Monitoring Reports](#)
- Housing Needs Assessment (to be prepared)
- [Economic Needs Assessment \(2025\)](#)

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 2 Strategic development</a>	<p>The spatial strategy as set out in this policy is based on a pattern of development to meet housing and employment needs in locations that maximise the use of existing infrastructure and that are accessible by public transport, focussing on the main urban settlements of: Chester, Ellesmere Port, Northwich and Winsford, and the key service centres of: Cuddington and Sandiway, Farndon, Frodsham, Helsby, Kelsall, Malpas, Neston and Parkgate, Tarporley, Tattenhall and Tarvin.</p> <p>This policy also sets out the settlement hierarchy and provides the context for defining</p>

## 5 Spatial strategy

Local Plan	Policy reference	Policy summary
		settlement boundaries on the policies map .
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 8 Rural area</a>	Supports development in the rural area that serves local needs in the most sustainable and accessible locations, in Key and Local services Centres. The following settlements are defined Key Service Centres: Cuddington and Sandiway, Farndon, Frodsham, Helsby, Kelsall, Malpas, Neston and Parkgate, Tarporley, Tattenhall and Tarvin.
<a href="#">Local Plan (Part Two)</a>	<a href="#">R 1 Development in the rural area</a>	Defines the following settlements as Local Service Centres: Aldford, Antrobus, Ashton Hayes, Childer Thornton, Christleton, Comberbach, Crowton, Delamere, Dodleston, Duddon, Eaton, Eccleston, Elton, Great Barrow, Great Budworth, Guilden Sutton, Higher Wincham, Kingsley, Little Budworth, Mickle Trafford, Moulton, No Mans Heath, Norley, Saughall, Tilston, Utkinton, Waverton, Willaston

### Key issues: Housing needs

- The new Local Plan must plan to meet the government's housing target (the standard method number) which was revised in December 2024. The Council has no choice in this.
- The figure for Cheshire West and Chester (at 1 April 2025) is a minimum of 1,914 new homes each year, and for a plan covering a 15-year period, this equates to a total figure of 28,710 new homes.
- This housing figure represents a significant increase in the number of new homes that we need to plan for, from the current Local Plan requirement of at least 22,000 new homes over a 20-year period (equating to 1,100 new homes per year).
- The higher figure does not take account of constraints such as designated areas of environmental and heritage value, Green Belt and flood risk. Nor does it consider the impact on infrastructure provision e.g. transport capacity, school places and GP surgeries.
- The government said, in its response to the proposed reforms to the NPPF and other changes to the planning system consultation, that authorities would be able to justify a lower housing requirement than the figure the method sets on the basis of local constraints on land and delivery, such as

existing National Park, protected habitats and flood risk areas, but would (as now) have to evidence and justify their approach through local plan consultation and examination.

- The latest housing land monitoring data indicates that we currently have undeveloped planning permissions for almost 6,000 homes.
- The [Land Availability Assessment \(Stage One\)](#) report suggests that there are sites on previously developed land without planning permission, including undeveloped Local Plan allocations, within the main urban areas and Key Service Centres, with a potential capacity of just over 5,000 homes. However, this figure is likely to reduce once a detailed assessment of the constraints, development potential and availability and achievability is carried out in stage two of the process.
- We need to do further technical work to assess the size and type of homes we need and what tenure of homes we should provide, but we are aware of the unaffordability of housing in parts of Cheshire West and how many young people and those on lower incomes struggle to access the housing market.

### Key issues: Employment needs

- The Cheshire West and Chester [Economic Needs Assessment \(2025\)](#) looked at a range of methods to derive employment needs (in line with national policy and planning practice guidance), labour demand, labour supply, past take-up and/or future property market requirements.
- The report concludes that the most robust approach is for the authority to plan for around 198 hectares of employment land to meet a range of types and sizes of site over a 20-year period (this equates to 9.9 hectares per year, or 149 hectares over 15 years).
- Industrial, warehousing and distribution land make up a significant proportion of demand. Ellesmere Port followed by Northwich and Winsford are the priority areas for this provision. Large-scale (5 to 25+ hectares) employment sites should make up a minimum of 40% of the future total.
- Office market demand is more difficult to predict, however, it is focused primarily in and around Chester but with the option to be more flexible in some of the 'office' parks.
- The report also identifies the sectors of importance to Cheshire West, including specialist sectors, clustering of certain activities and demand for logistics. Major employers in key locations such as Origin Ellesmere Port, and established commercial sites in the Green Belt should continue to be recognised at: Urenco, Capenhurst, and Chester Business Park.
- Established employment areas and land allocations should be identified and protected to meet a range of sizes and types of small-medium business needs, and a limited amount employment should be supported in the rural area to enable small scale expansion of existing employment sites, and new sites within or on the edge of key service centres or areas of new housing growth.
- The latest employment land monitoring data indicates that we currently have undeveloped planning permissions for almost 77 hectares of employment land.
- The Land Availability Assessment stage One report suggests within the urban areas of Chester, Ellesmere Port, Northwich and Winsford there is a potential capacity of 158 hectares in established employment areas. However, this is likely to reduce once a detailed assessment of the constraints, development potential and availability and achievability is carried out in Stage Two, as well as consideration of whether this will deliver the necessary large-scale sites.

### Suggested policy approach

**5.4** National policy says that the new Local Plan must plan to meet the government's housing target (the standard method number) which was revised in December 2024. The figure for Cheshire West and Chester is a minimum of 1,914 new homes each year, and for a plan covering a 15-year period, this equates to a total figure of 28,710 new homes.

## 5 Spatial strategy

### SS 1

#### Housing needs

The suggested policy approach is that the Council plans to deliver a minimum of 1,914 new homes each year, over the plan period.

#### Question SS 1

Is there any reason for the Council not to plan for delivering a minimum of 1,914 new homes each year?

#### Question SS 2

Do you think the Council should consider a stepped housing requirement that plans for a lower level of housing delivery earlier in the plan period?

**5.5** The [Economic Needs Assessment \(2025\)](#) looked at a range of methods to derive employment needs (in line with national policy and planning practice guidance), labour demand, labour supply, past take-up and/or future property market requirements. The report concludes that the most robust approach is for the authority to plan for around 198 hectares of employment land to meet a range of types and sizes of site over a 20-year period (this equates to 9.9 hectares per year, or 149 hectares over 15 years).

### SS 2

#### Employment needs

The suggested policy approach is that the Council plans to deliver a minimum of 9.9 hectares of employment land each year, over the plan period.

#### Question SS 3

Is there any reason for the Council not to plan for delivering a minimum of 9.9 hectares of employment land each year?

**5.6** One of our key objectives is to maximise the opportunities for development and regeneration in the main settlements and towns. Making the best use of these locations not only reuses land but can aid regeneration. It helps ensure development takes place close to existing facilities, services and jobs and is often well connected and accessible. This would update and replace the current Local Plan (Part One) policy STRAT 2.

**SS 3****Spatial strategy principles**

The spatial strategy will follow the principle of directing new development and allocating land, towards previously developed sites within settlements first, as they are the most sustainable locations with best access to services and facilities.

Redeveloping urban sites comes with a range of choices, especially concerning density and the height of buildings. This approach will require a strong commitment to high quality design to ensure that there is adequate private and shared open space, there are services and access to facilities and issues regarding car parking and travel are resolved.

**Urban extensions**

Where there are not enough planning permissions and opportunities for redevelopment within urban areas and towns, the approach will be to develop on the edge of existing settlements in locations with the best access to public transport and existing services and infrastructure, as the next best sustainable option.

Depending on the settlement this may require the release of Green Belt land.

**Question SS 4**

Do you agree with the suggested policy approach towards the spatial strategy principles, as set out in SS 3 'Spatial strategy principles' above? If not please suggest how it could be amended?

**5.7** We think that the new Local Plan should retain a settlement hierarchy, but take a more place-based approach with separate policies for each settlement. This would update and replace the current approach which identifies the main settlements, Key Service Centres and Local Service Centres in Local Plan (Part One) policies STRAT 2 and STRAT 8, and Local Plan (Part Two) policies R 1 and DM 1.



## 5 Spatial strategy

### SS 4

#### Settlement hierarchy

The new Local Plan will set out a settlement hierarchy, based on their status and role in providing local infrastructure and services for their relatively larger populations and the surrounding hinterland, for the following places:

- Chester (city)
- Ellesmere Port (main town)
- Northwich (main town)
- Winsford (main town)
- Neston and Parkgate (market town)
- Frodsham (market town)

An individual place-based policy for each settlement will set out the vision, core features, key issues and clear strategy for what development will take place in each settlement.

The following settlements have a level of facilities and services that mean they can meet the day-to-day needs of their residents and those living in surrounding areas: Cuddington and Sandiway; Farndon; Helsby; Kelsall; Malpas; Tarporley; Tarvin; and Tattenhall.

Depending on the spatial strategy option selected (see SS 5 'Spatial strategy options' A-C) for the new Local Plan, these settlements may be amended.

It is recognised that smaller settlements which have a lower level of services and access to public transport could acceptably accommodate infill development and small previously developed sites to meet local needs.

In smaller settlements development should be appropriate in scale and design to conserve that settlements' character and setting, and should not exceed the capacity of existing services and infrastructure unless the required improvements can be made.

#### Question SS 5

Do you agree with the suggested policy approach towards the settlement hierarchy, as set out in SS 4 'Settlement hierarchy' above? If not please suggest how it could be amended?

#### Question SS 6

Should all settlements have some level of development, regardless of whether they are identified in the settlement hierarchy?



**Question SS 7**

Do you think the new Local Plan should contain place-based policies for smaller settlements such as: Cuddington and Sandiway; Farndon; Helsby; Kelsall; Malpas; Tarporley; Tattenhall; and Tarvin?

**Question SS 8**

Do you agree that in smaller settlements, the character should be protected and development should not exceed the capacity of existing services and infrastructure?

## 5 Spatial strategy

### SS 5

#### Spatial strategy options

We have devised three growth options for where development could be located, that would mean updating Local Plan (Part One) policy STRAT 2.

To be clear, no decisions have yet been taken about where development might be located. This is a consultation to hear your views about where the new homes and employment land we need to provide for, should be located. Further technical work to assess the suitability and appropriateness of locations and sites will be necessary to determine the most suitable spatial strategy.

The three initial options for growth that we have identified are as follows:

- Option A – Retain the Green Belt
- Option B – Follow current Local Plan level and distribution of development
- Option C – Sustainable transport corridors

These options are set out in more detail below. There is no right or wrong answer in respect of these options. Each option generates different impacts and has a range of pros and cons.

Each of the three alternatives is illustrative only – they indicate the possible pattern and scale of development which might be required and use a diagram base map to give a visual impression of where growth might take place but without identifying specific locations or sites for development.

All options are capable of accommodating at least 29,000 new homes and 149 hectares of employment land.

A place identified on the plan indicates a potential capacity across a range of different sites – and would not be necessarily delivered as a single site. It should not be assumed that places identified on the plan for ‘500-1,500 homes’, for example, are expected to accommodate as much as 1,500 (it could be significantly less).

Where an option indicates that the development of sites outside of a settlement might be necessary (possibly in the Green Belt and/or the countryside), some potential growth areas are identified in section 5.1 Potential growth areas below.

However, it must be noted that the examiner’s report<sup>(i)</sup> into the Local Plan (Part One) concluded that additional release of Green Belt land around Chester would have a significant adverse effect on the purposes of including land within the Green Belt including to the historic setting, and that the amended Green Belt boundary proposed was capable of enduring and would not need to be altered at the end of the plan period (2030).

It is recognised there may be other options/approaches that could be taken and this consultation provides the opportunity for suggesting amendments to the options proposed or suggesting new options.

i <https://consult.cheshirewestandchester.gov.uk/file/3242497>

**Question SS 9**

Have circumstances changed since the adoption of the Local Plan (Part One), that would now justify Green Belt release?

**Question SS 10**

Are there any other considerations that we should take account of in relation to future Green Belt policy?

**Question SS 11**

Please select the option which is the most appropriate spatial strategy for Cheshire West and Chester:

- a. Option A - Retain the Green Belt
- b. Option B - Follow current Local Plan level and distribution of development
- c. Option C - Sustainable transport corridors
- d. None of these

**Question SS 12**

Do you have any alternative spatial strategy options that you would like to suggest?

**Question SS 13**

Aside from those settlements identified in the spatial strategy options, should new housing or other development be allowed in other settlements? If so, please specify what type of development? For example, infill etc?

## 5 Spatial strategy

### Option A

#### Retain the Green Belt

Green Belt covers about 42% of Cheshire West across the north of the borough surrounding Chester, Ellesmere Port, Neston and Parkgate, Helsby and Frodsham and the edges of Northwich, Tarvin, Kelsall, and Cuddington and Sandiway. Not all countryside (greenfield land) in the borough is covered by Green Belt as identified on the map accompanying this option.

Government advice is that the Green Belt can only be altered in exceptional circumstances, so it is important to demonstrate that all other reasonable options for meeting needs have been fully explored first, such as using brownfield sites in settlements, increased densities and assessing the potential for growth in neighbouring areas.

This approach therefore assumes that any new development areas are located outside the Green Belt.

For housing development it includes:

- Major development in and to the south of Northwich of just over 5,000 homes.
- Significant urban extensions to the south/west of Winsford of more than 11,000 homes.
- Growth around places that are not located in the Green Belt, such as Tarporley, Tattenhall, Malpas and Farndon.
- More limited development to the south/east of Tarvin, Kelsall and Cuddington and Sandiway on sites that are not in the Green Belt.

For employment development it includes:

- Refurbishment and redevelopment of sites in existing employment areas, retaining key employment locations of: Origin, Ellesmere Port; Winsford Industrial Estate; Woodford Park; Gadbrook Park; Chester West/Sealand Industrial Estate.
- For new large scale industrial/warehousing provision, if this did not deliver enough sites for employment needs, then explore greenfield extensions not located in Green Belt. Indicative locations include: south/ west Gadbrook Park; north/east of Winsford Industrial Estate; west Woodford Park; and east of Protos.
- For office development, focus primarily on town centres or established business parks, including Gadbrook Park.
- Outside of the main settlements and market towns, potential for smaller scale employment or mixed use development, appropriate to the scale and function of the settlement, to meet local employment needs.

Potential growth areas for both housing and employment outside of these settlements are shown in section 5.1 Potential growth areas below.

### Question SS 14

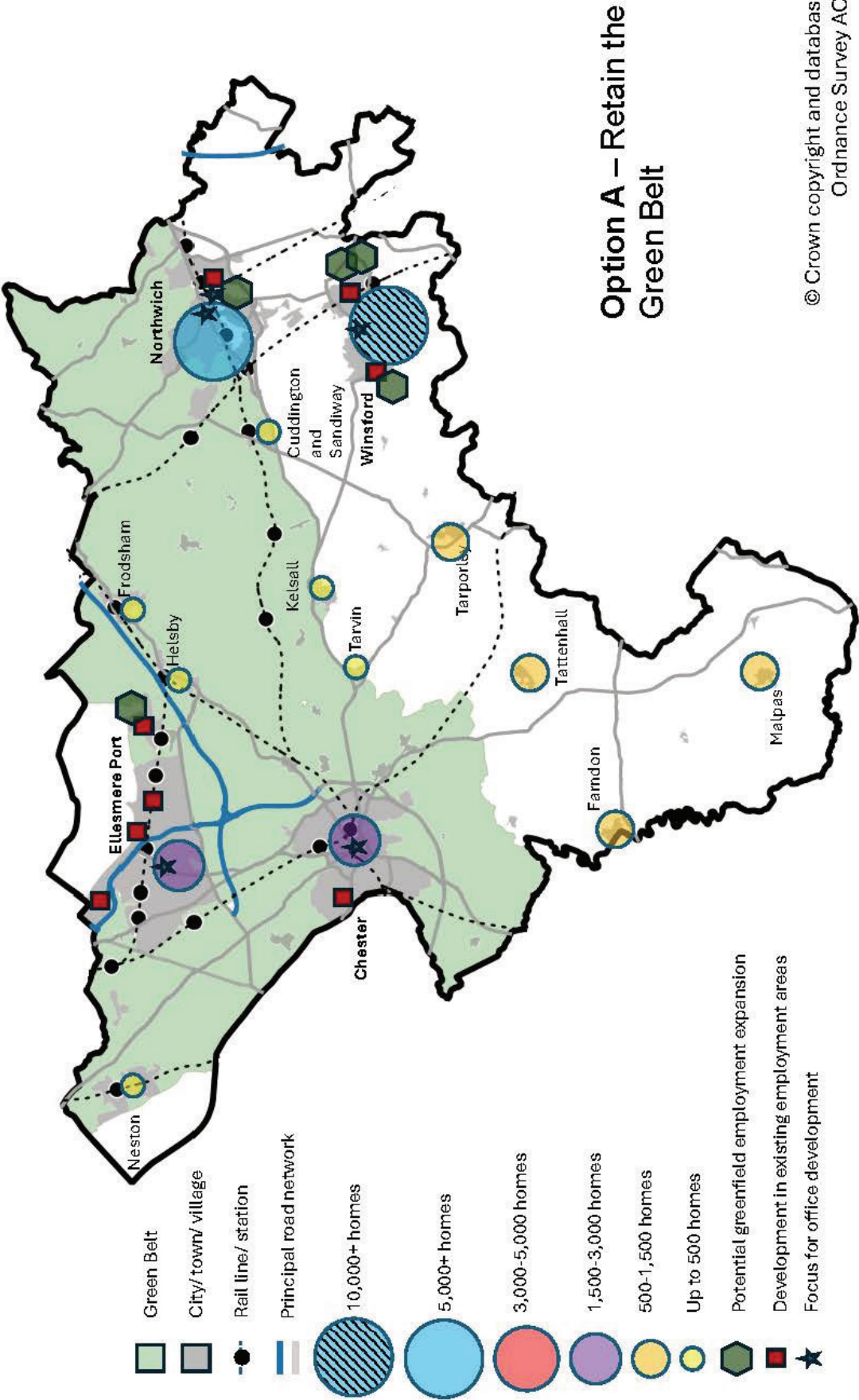
Do you feel that Option A is an appropriate spatial strategy for the new Local Plan?

**Question SS 15**

If you do not feel that Option A is an appropriate spatial strategy option, are there any changes that you could suggest?

5 Spatial strategy

Map 5.1 Option A - retain the Green Belt



## Option B

### Follow current Local Plan level and distribution of development

This approach follows the existing Local Plan strategy and settlement hierarchy set out in Local Plan (Part One) Policy STRAT 2, which locates most new development in, or on the edge of the main urban areas, and an appropriate level of new development focused on the smaller settlements which have adequate services and facilities and access to public transport.

A key difference between the Local Plan (Part One) and the new Local Plan is that there is a much more limited supply of previously developed land to accommodate new development, and unlike the last plan, larger areas of Green Belt and/or countryside are likely to be needed.

In developing this option, the government's new housing target of 28,170 homes has been distributed according to the relative proportions of the existing local plan housing requirement of 22,000 homes as set out in the [Local Plan \(Part One\)](#).

This option would need to ensure that peripheral development has good sustainable connectivity and design relating to existing built form. While a proportion of development can be accommodated within existing settlements, much of the new development under this option would need to be located within the Green Belt and/or countryside.

For housing development it includes:

- Large urban extensions around: Chester; Ellesmere Port; Northwich and Winsford.
- Total Green Belt release of sites to deliver 11,000 homes.
- Relatively limited development in Cuddington and Sandiway; Farndon; Frodsham; Helsby; Kelsall; Malpas; Neston and Parkgate; Tarporley; Tarvin; and Tattenhall of 3,000 homes in total.
- 2,500 homes across the rest of the rural area, including both Green Belt and non-Green Belt land.

For employment development it includes:

- Refurbishment and redevelopment of sites in existing employment areas, retaining key employment locations of: Origin, Ellesmere Port; Winsford Industrial Estate; Woodford Park; Gadbrook Park; Chester West/Sealand Industrial Estate; and commercial sites in the Green Belt at Urenco and Chester Business Park.
- For new large scale industrial/warehousing provision, if this did not deliver enough sites for employment needs, then explore greenfield extensions. Indicative locations include: south/west Gadbrook Park; north/east of Winsford Industrial Estate; west of Woodford Park; and east of Protos;. In the Green Belt, explore the potential around: Wincham; south of Ellesmere Port; and north of Clayhill Industrial Estate, Neston.
- For office development, focus on primarily on town centres or established business parks, including: Chester Business Park and Gadbrook Park.
- Outside of the main settlements and market towns, the potential for smaller scale employment or mixed use development, appropriate to the scale and function of the settlement, to meet local employment needs.

## 5 Spatial strategy

Potential growth areas for both housing and employment outside of these settlements are shown in section 5.1 Potential growth areas below.

### Question SS 16

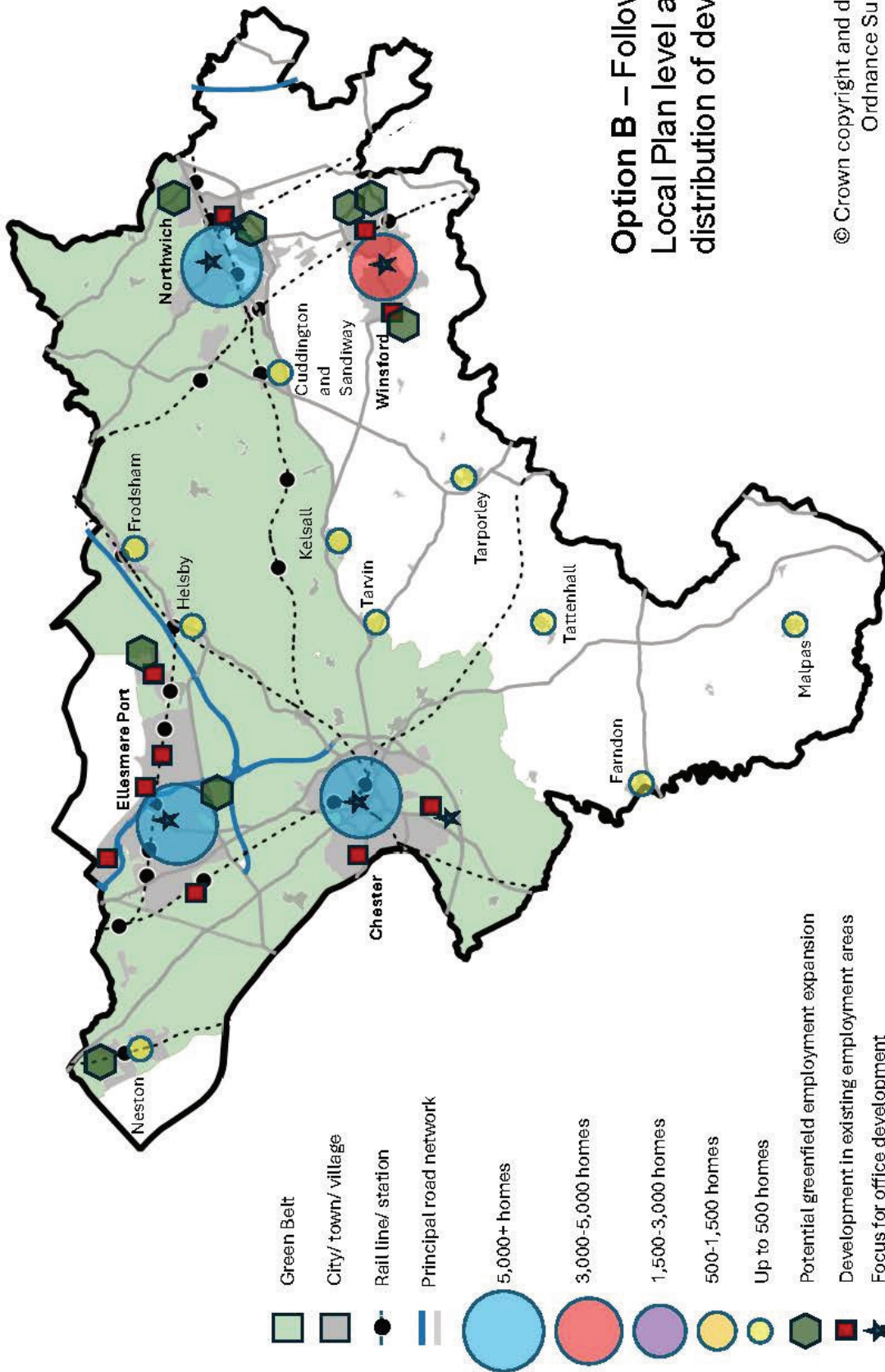
Do you feel that Option B is an appropriate spatial strategy for the new Local Plan?

### Question SS 17

If you do not feel that Option B is an appropriate spatial strategy option, are there any changes that you could suggest?



Map 5.2 Option B - follow current Local Plan level and distribution of development



## 5 Spatial strategy

### Option C

#### Sustainable transport corridors

This option would see new homes focused in and around settlements on the railway network, and on main bus route corridors (based on those routes with a bus service frequency of at least one per hour). Focusing development in locations currently well-served by trains and buses would maximise opportunities for sustainable travel choices and could support future improvements to services, frequency and hours.

In this scenario there would also be brownfield opportunities at all main urban areas including locations where transport hubs could be improved such as at stations and smaller settlements with stations and/or bus connectivity, including long term aspirations for a new rail station at Gadbrook Park.

This approach could have a greater impact on the Green Belt if multiple developments took place along corridors potentially adding to the impression of urban sprawl and the merging of settlements.

For housing development it includes:

- A more distributed pattern of development.
- More modest urban extensions around: Chester; Ellesmere Port; Northwich; and Winsford
- Smaller settlements with a rail station, such as: Cuddington and Sandiway; Helsby; Frodsham; and Neston and Parkgate would take a bigger role in accommodating development.
- Total Green Belt release of sites to deliver more than 12,000 homes.
- Potential for further development in the rural area and in places along bus corridors including: Farndon; Malpas; Tarporley; Tarvin; and Tattenhall.
- Potential for an enhanced role around rural rail stations including: Acton Bridge; Capenhurst; Delamere; Elton; Hooton; Lostock Gralam; and Mouldsworth.

For employment development it includes;

- Refurbishment and redevelopment of sites in existing employment areas, retaining key employment locations of: Origin, Ellesmere Port; Winsford Industrial Estate; Gadbrook Park; and commercial sites in the Green Belt at Urenco, Capenhurst.
- For new large scale industrial/warehousing provision, if this did not deliver enough sites for employment needs, then explore greenfield extensions, particularly with multi-modal opportunities (port/rail) for freight, or locations close to existing or planned railway stations for passengers. Indicative locations include: Origin eastern employment area; south/west Gadbrook Park incorporating a new railway station; Wincham, Lostock Gralam; south/east of Winsford Industrial Estate; and north of Clayhill Industrial Estate, Neston.
- For office development, focus primarily on town centres or established business parks. This could include well connected sites such as: Chester Business Quarter; and Gadbrook Park subject to a new railway station south/west of Gadbrook Park.
- Outside of the main settlements and market towns, the potential for smaller scale employment or mixed use development close to local railway stations, appropriate to the scale and function of the settlement, to meet local employment needs.

Potential growth areas for both housing and employment outside of these settlements are shown in section 5.1 Potential growth areas below.

### Question SS 18

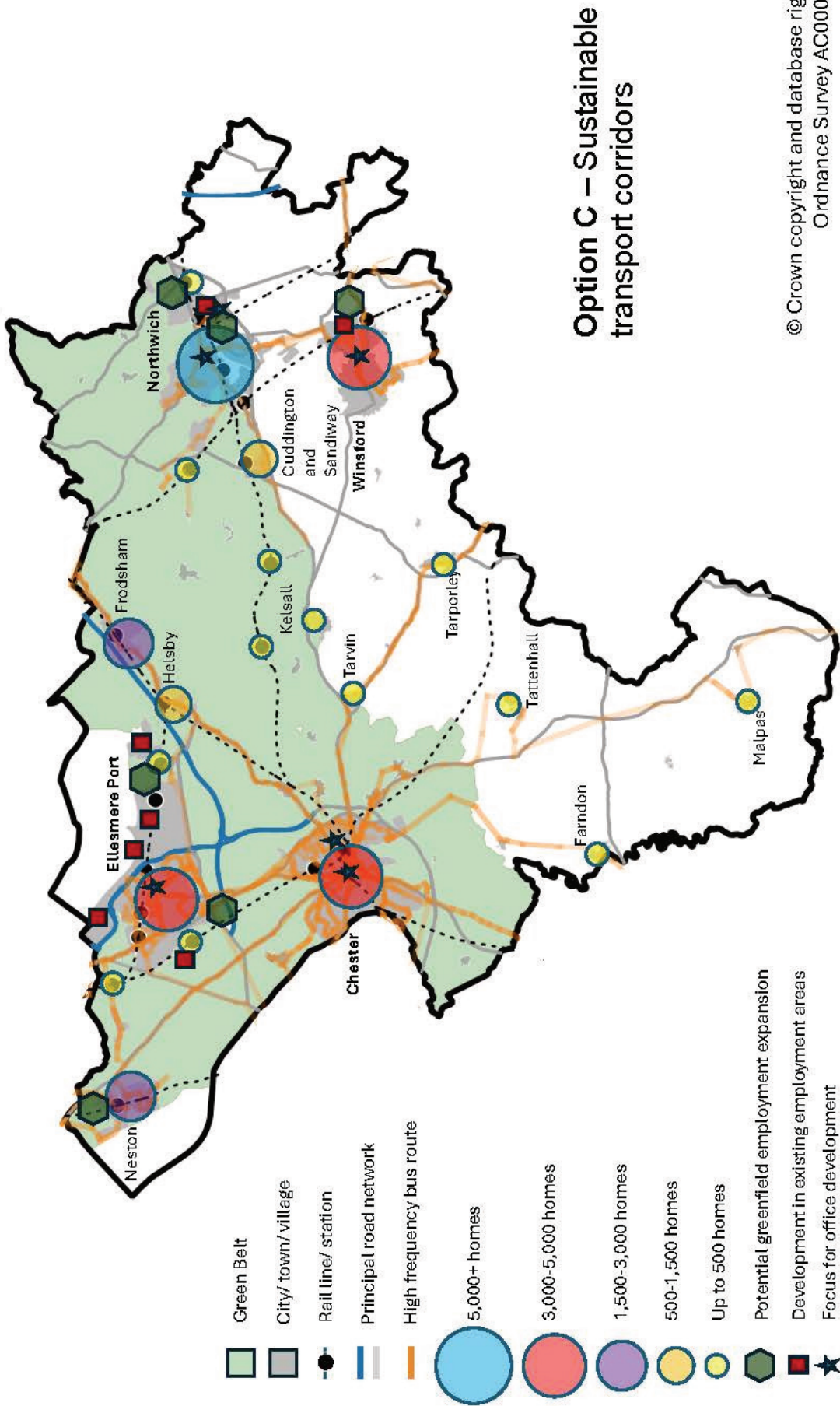
Do you feel that Option C is an appropriate spatial strategy for the new Local Plan?

### Question SS 19

If you do not feel that Option C is an appropriate spatial strategy option, are there any changes that you could suggest?

5 Spatial strategy

Map 5.3 Option C - sustainable transport corridors



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## 5.1 Potential growth areas

### Potential growth areas

**5.8** Under all of the SS 5 'Spatial strategy options' set out above, it may be necessary to identify new areas or broad locations for development if not enough land can be identified within settlements. These may be located in the Green Belt and/or countryside.

**5.9** The following section presents a series of maps of potential growth areas on the edge of the city, main towns, market towns and larger villages, along with the rural rail stations in the borough. Each map identifies which growth areas align with which spatial option.

**5.10** A summary table of all of the potential growth areas, including current planning permissions, estimated developable area, and potential housing and employment capacity, is included in Appendix B 'Potential growth areas - additional information'

**5.11** In identifying these areas we have consider sites submitted to us through previous 'call for sites' exercises, undeveloped Local Plan allocations, and a desktop review of existing information.

**5.12** We have excluded areas of land that are subject to constraints that would act as potential 'showstoppers' to restrict future development, including: Local Green Spaces; designated habitats sites; Sites of Special Scientific Interest; irreplaceable habitats; designated heritage assets; key settlement gaps; Areas of Special County Value; strategic open space; areas of flood risk; and significant hazard zones.

**5.13** This has resulted in approximately 100 areas being identified for potential growth and/or future allocation in the new Local Plan.

**It is important to note that until we know what the spatial strategy for the new Local Plan is, no decisions have been made for the location and scale of new development that might be necessary.**

**The inclusion of any of the potential growth areas in this Issues and Options consultation does not indicate that the Council supports their development, given the early stage of plan preparation.**

**Furthermore, not all of the identified growth areas would be required under any of the spatial options, nor would the full extent of any area necessarily need to be developed.**

**Additional technical work will need to be carried out to look in more detail at the constraints, infrastructure capacity and deliverability of all of the potential growth areas.**

**5.14** Further detailed assessment will be required if any of the potential growth areas are be taken forward as allocations in the new Local Plan.



## 5 Spatial strategy

### Question SS 20

Do you think that the potential 'showstopper' constraints identified above, are correct or are there any others that we should consider?

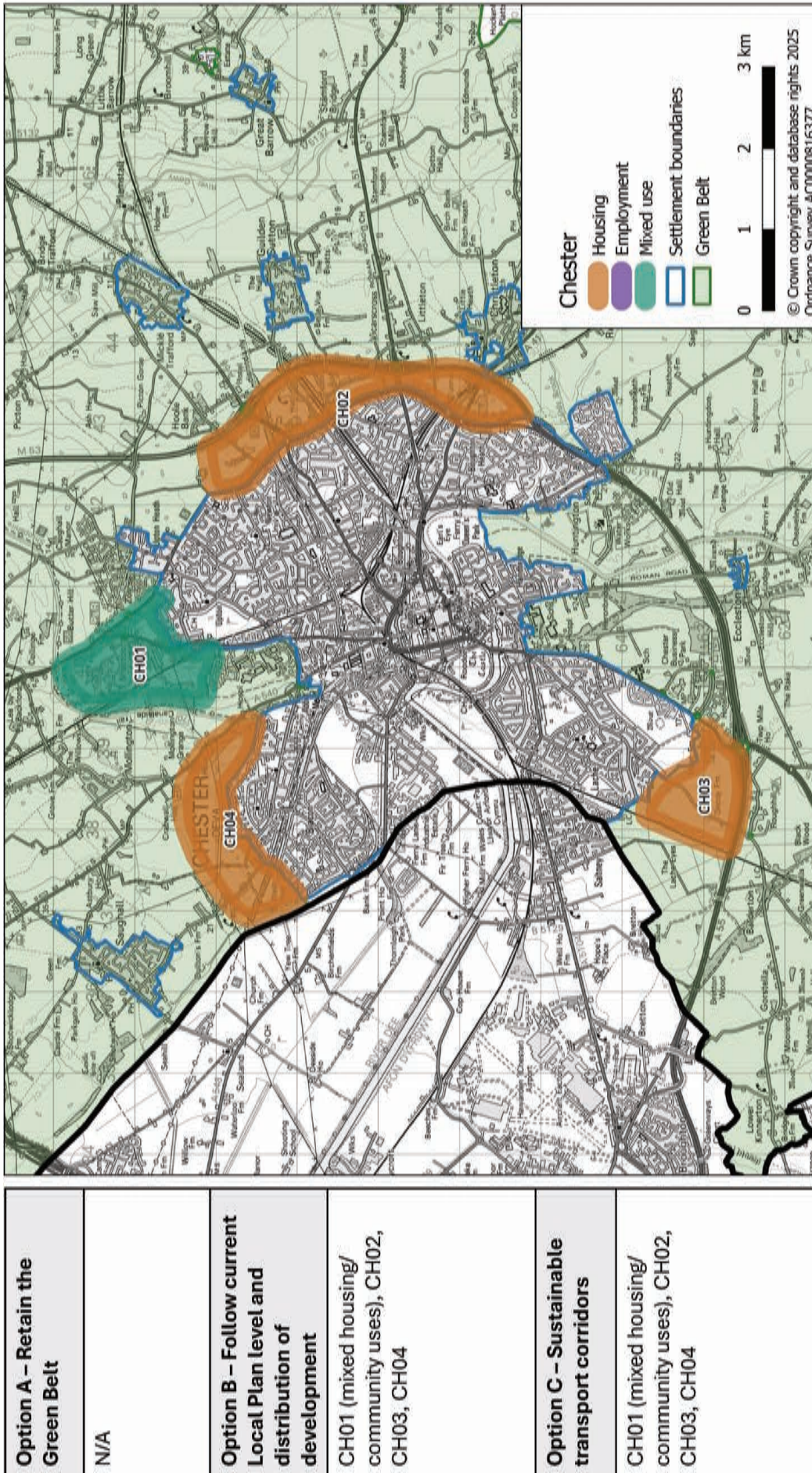
### Question SS 21

What information should we take into account when assessing sites for allocation in the new Local Plan?

### Question SS 22

Do you have any other comments or suggestions you wish to make about our approach to identifying potential growth areas or allocations in the new Local Plan?

Map 5.4 Chester growth options



## 5 Spatial strategy

### Question SS 23

Which of the identified potential growth areas around Chester do you consider to be the most suitable?

### Question SS 24

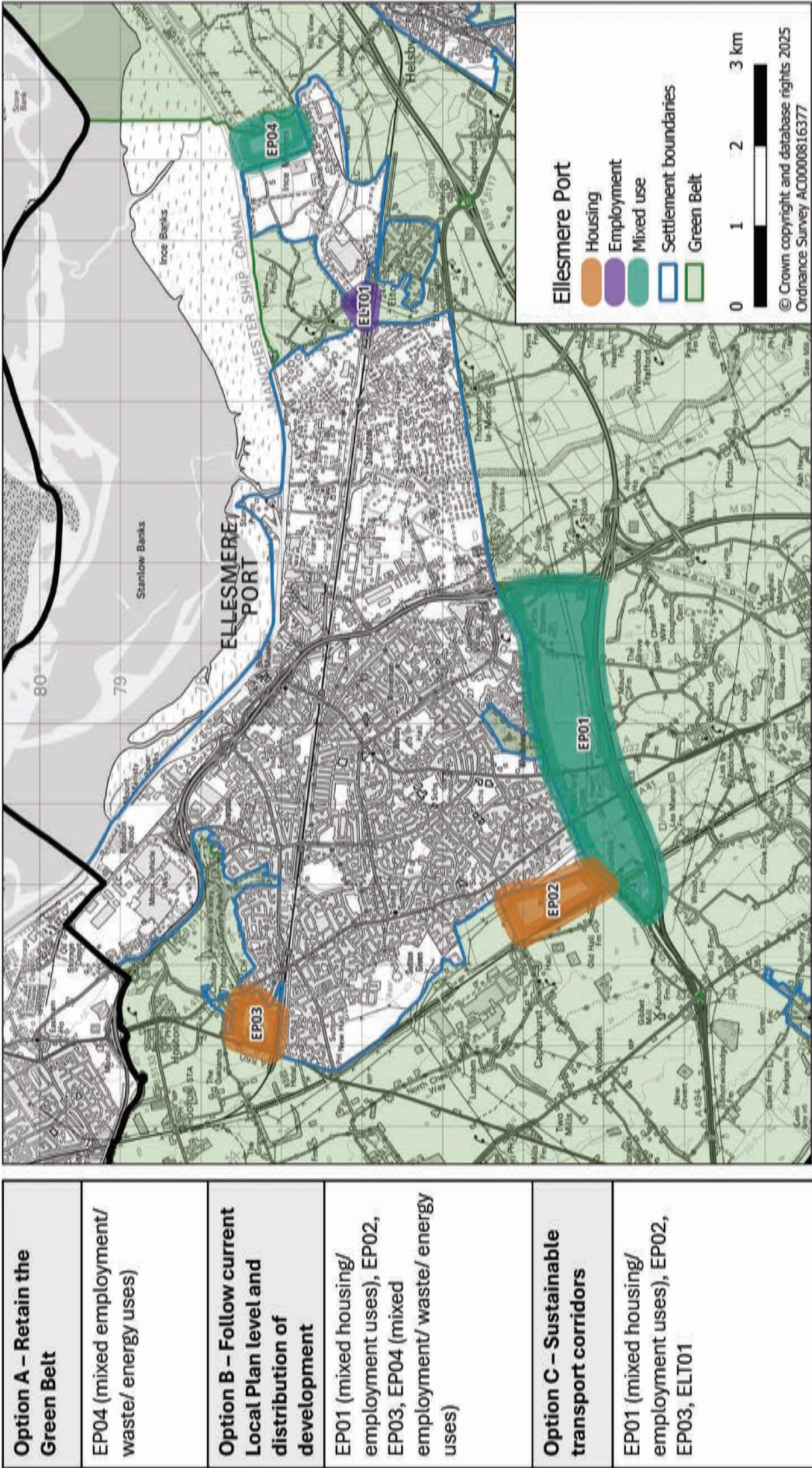
Do you have any further comments about any of the potential growth areas identified around Chester?

### Question SS 25

Are there any constraints, including infrastructure provision, that should be considered for Chester when developing the new Local Plan?



Map 5.5 Ellesmere Port growth options



## 5 Spatial strategy

### Question SS 26

Which of the identified potential growth areas around Ellesmere Port do you consider to be the most suitable?

### Question SS 27

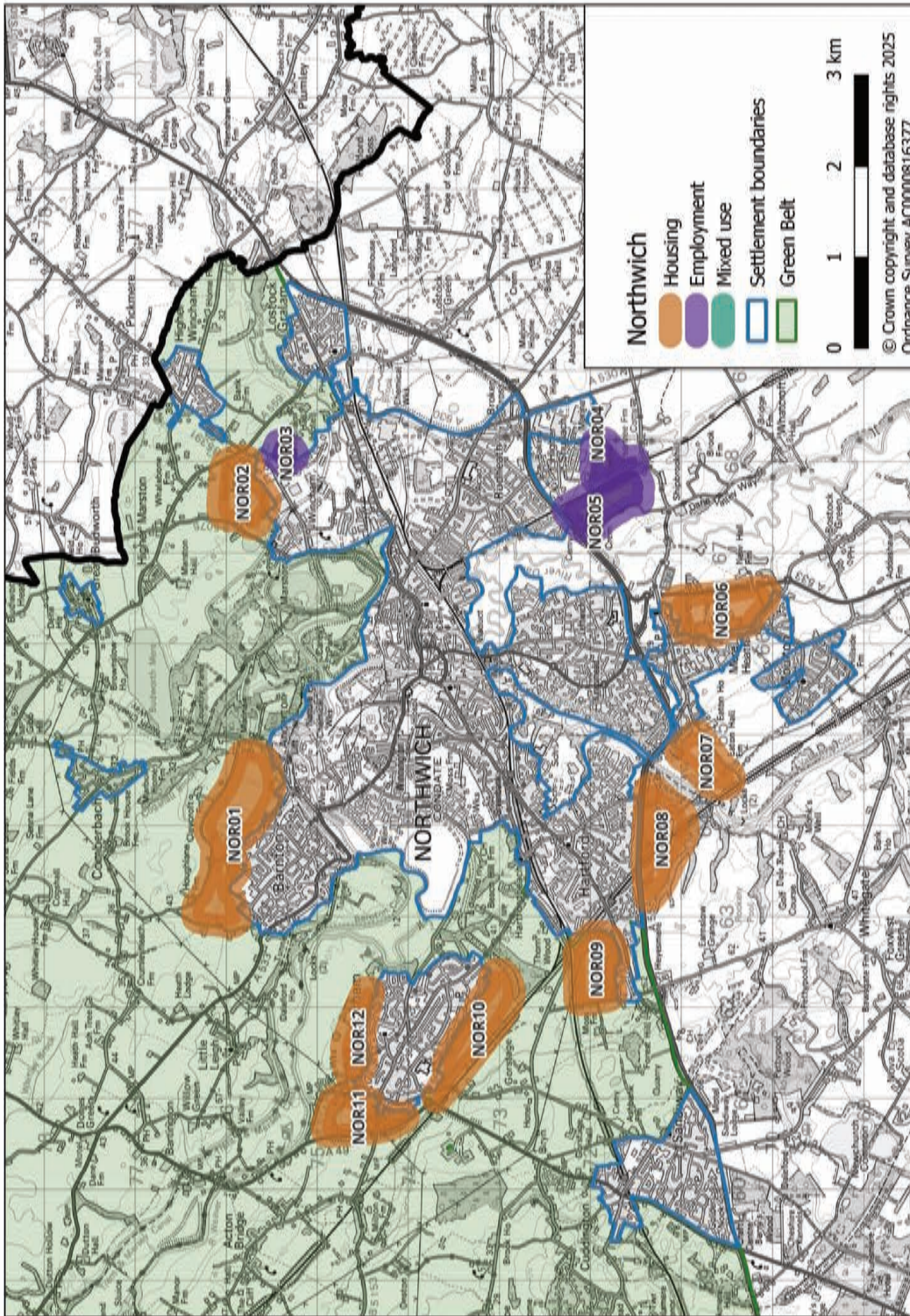
Do you have any further comments about any of the potential growth areas identified around Ellesmere Port?

### Question SS 28

Are there any constraints, including infrastructure provision, that should be considered for Ellesmere Port when developing the new Local Plan?



Map 5.6 Northwich growth options



<b>Option A – Retain the Green Belt</b>	NOR04, NOR05, NOR06, NOR07, NOR08
<b>Option B – Follow current Local Plan level and distribution of development</b>	NOR01, NOR02, NOR03, NOR04, NOR05, NOR06, NOR07, NOR08, NOR09, NOR10, NOR11, NOR12
<b>Option C – Sustainable transport corridors</b>	NOR01, NOR02, NOR03, NOR04, NOR05, NOR06, NOR07, NOR08, NOR09, NOR10, NOR11, NOR12

## 5 Spatial strategy

### Question SS 29

Which of the identified potential growth areas around Northwich do you consider to be the most suitable?

### Question SS 30

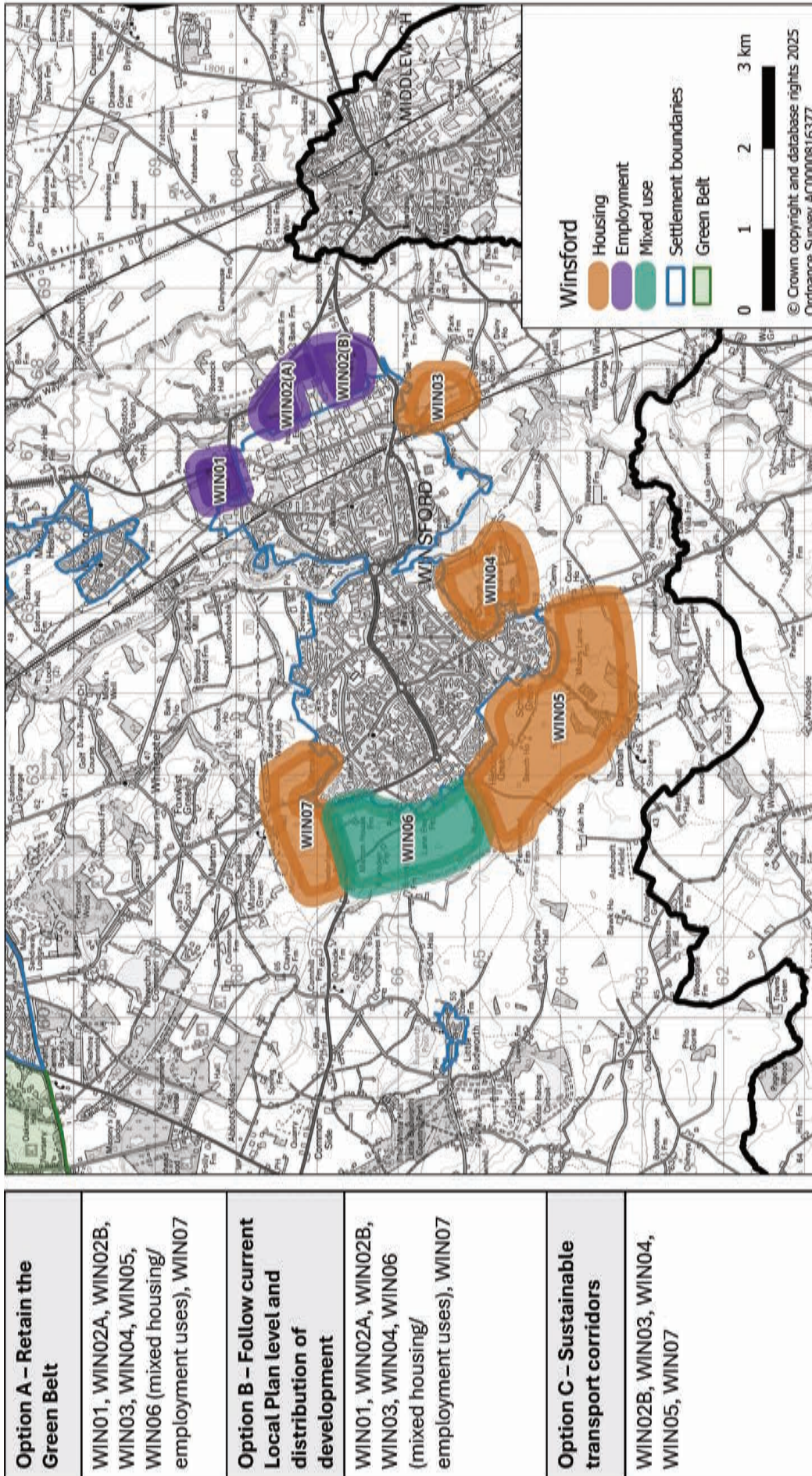
Do you have any further comments about any of the potential growth areas identified around Northwich?

### Question SS 31

Are there any constraints, including infrastructure provision, that should be considered for Northwich when developing the new Local Plan?



Map 5.7 Winsford growth options



## 5 Spatial strategy

### Question SS 32

Which of the identified potential growth areas around Winsford do you consider to be the most suitable?

### Question SS 33

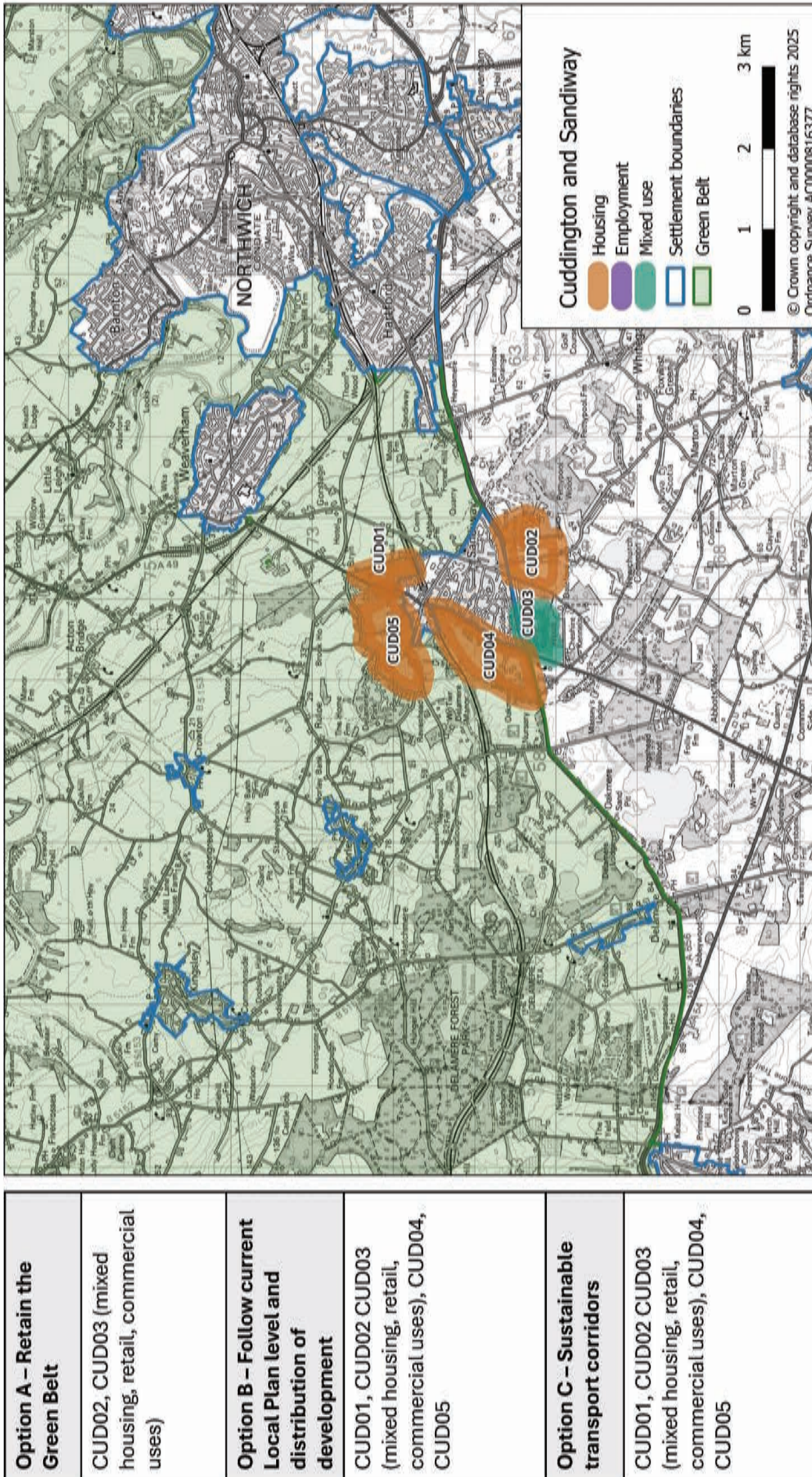
Do you have any further comments about any of the potential growth areas identified around Winsford?

### Question SS 34

Are there any constraints, including infrastructure provision, that should be considered for Winsford when developing the new Local Plan?



Map 5.8 Cuddington and Sandiway growth options



## 5 Spatial strategy

### Question SS 35

Which of the identified potential growth areas around Cuddington and Sandiway do you consider to be the most suitable?

### Question SS 36

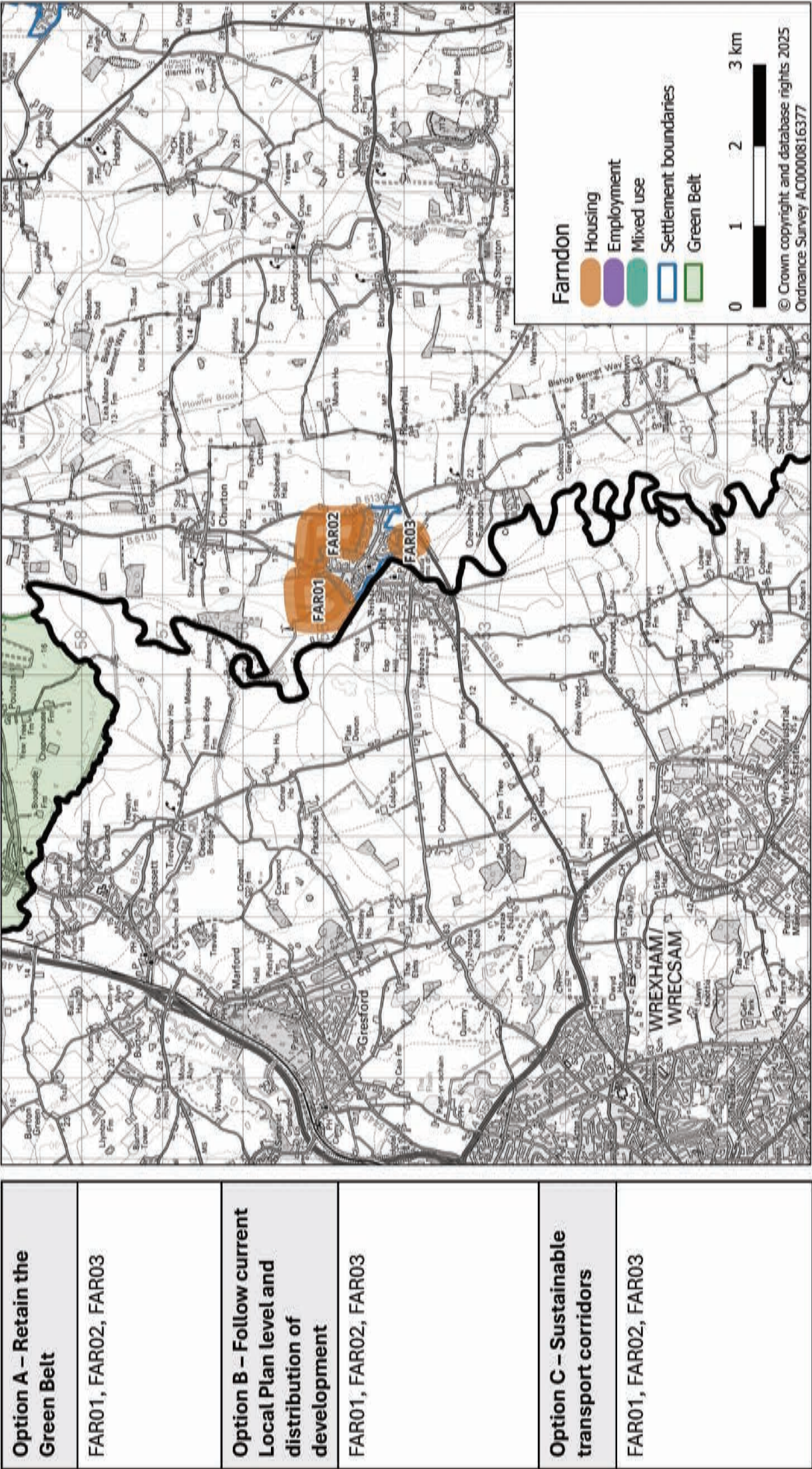
Do you have any further comments about any of the potential growth areas identified around Cuddington and Sandiway?

### Question SS 37

Are there any constraints, including infrastructure provision, that should be considered for Cuddington and Sandiway when developing the new Local Plan?



Map 5.9 Farndon growth options



## 5 Spatial strategy

### Question SS 38

Which of the identified potential growth areas around Farndon do you consider to be the most suitable?

### Question SS 39

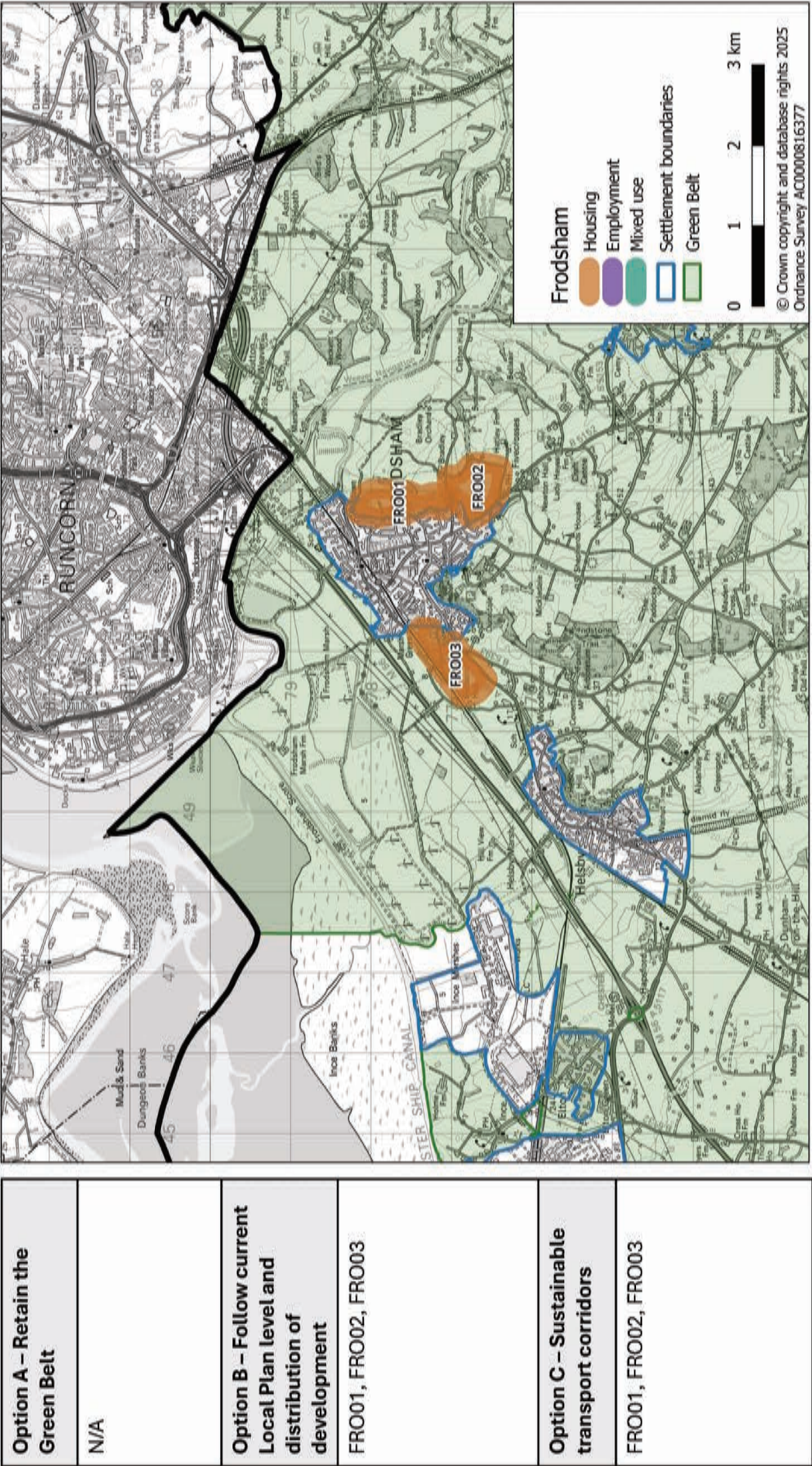
Do you have any further comments about any of the potential growth areas identified around Farndon?

### Question SS 40

Are there any constraints, including infrastructure provision, that should be considered for Farndon when developing the new Local Plan?



Map 5.10 Frodsham growth options



## 5 Spatial strategy

### Question SS 41

Which of the identified potential growth areas around Frodsham do you consider to be the most suitable?

### Question SS 42

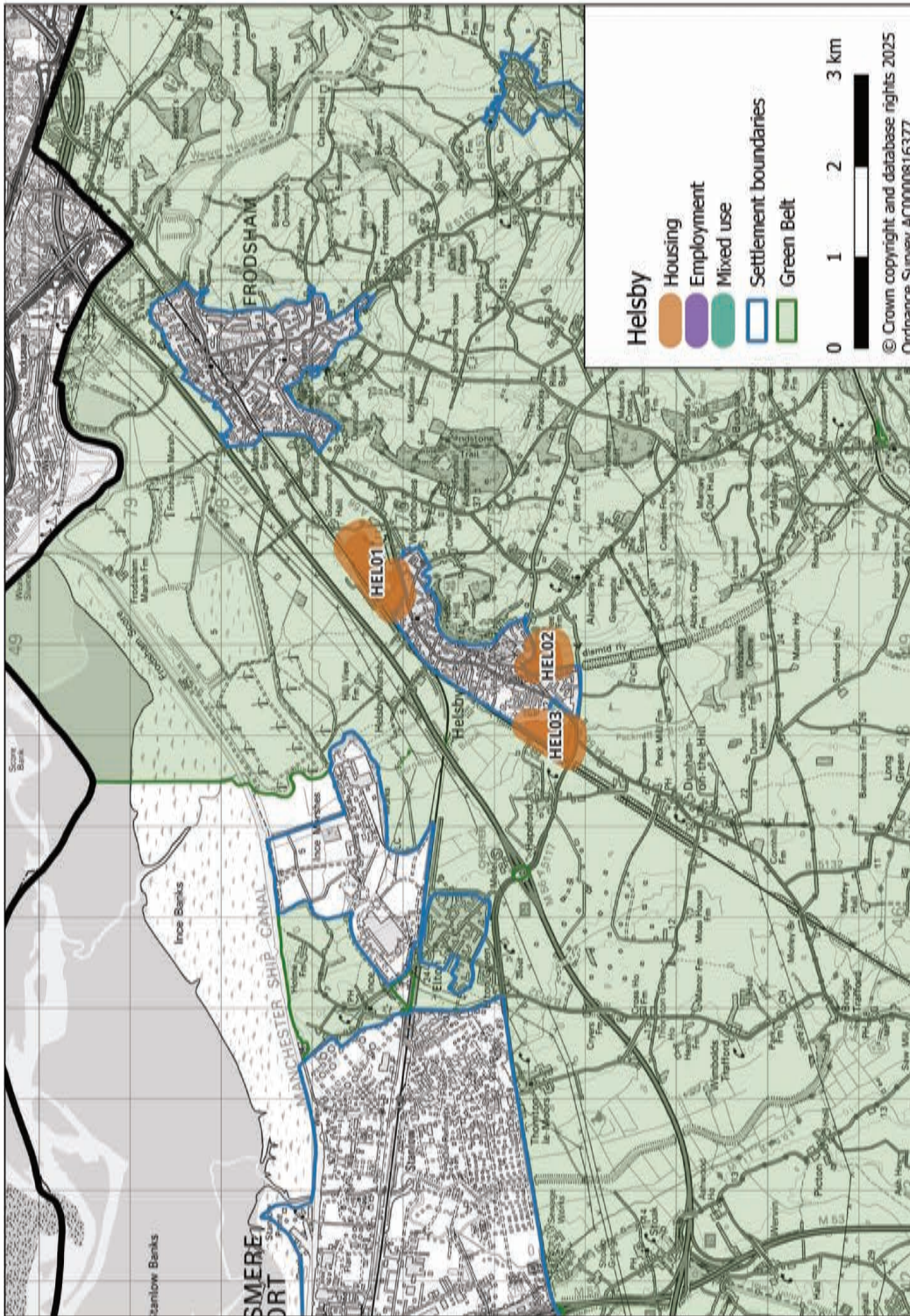
Do you have any further comments about any of the potential growth areas identified around Frodsham?

### Question SS 43

Are there any constraints, including infrastructure provision, that should be considered for Frodsham when developing the new Local Plan?



Map 5.11 Helsby growth options



<b>Option A – Retain the Green Belt</b>	N/A
<b>Option B – Follow current Local Plan level and distribution of development</b>	HEL01, HEL02, HEL03
<b>Option C – Sustainable transport corridors</b>	HEL01, HEL02, HEL03

## 5 Spatial strategy

### Question SS 44

Which of the identified potential growth areas around Helsby do you consider to be the most suitable?

### Question SS 45

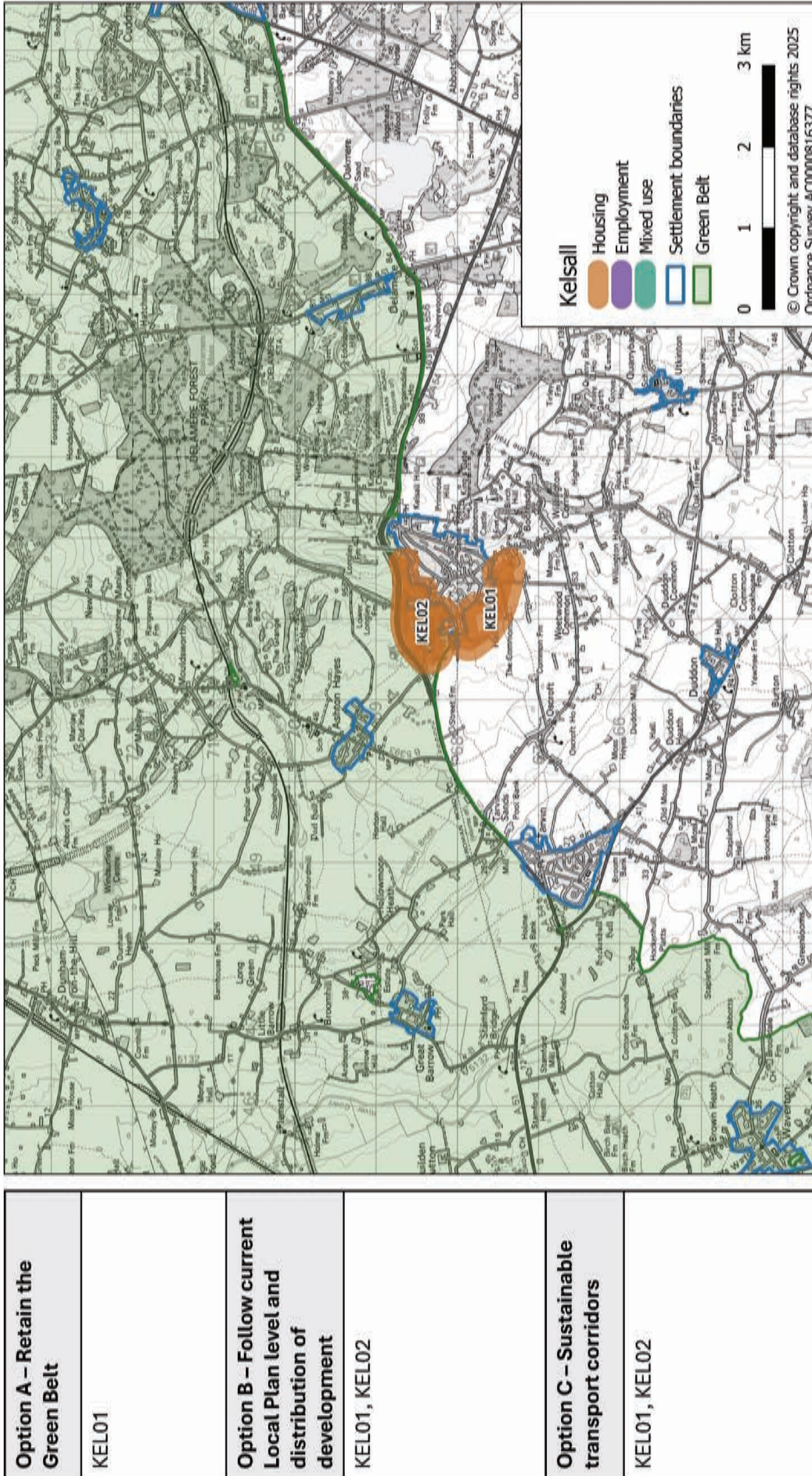
Do you have any further comments about any of the potential growth areas identified around Helsby?

### Question SS 46

Are there any constraints, including infrastructure provision, that should be considered for Helsby when developing the new Local Plan?



Map 5.12 Kelsall growth options



## 5 Spatial strategy

### Question SS 47

Which of the identified potential growth areas around Kelsall do you consider to be the most suitable?

### Question SS 48

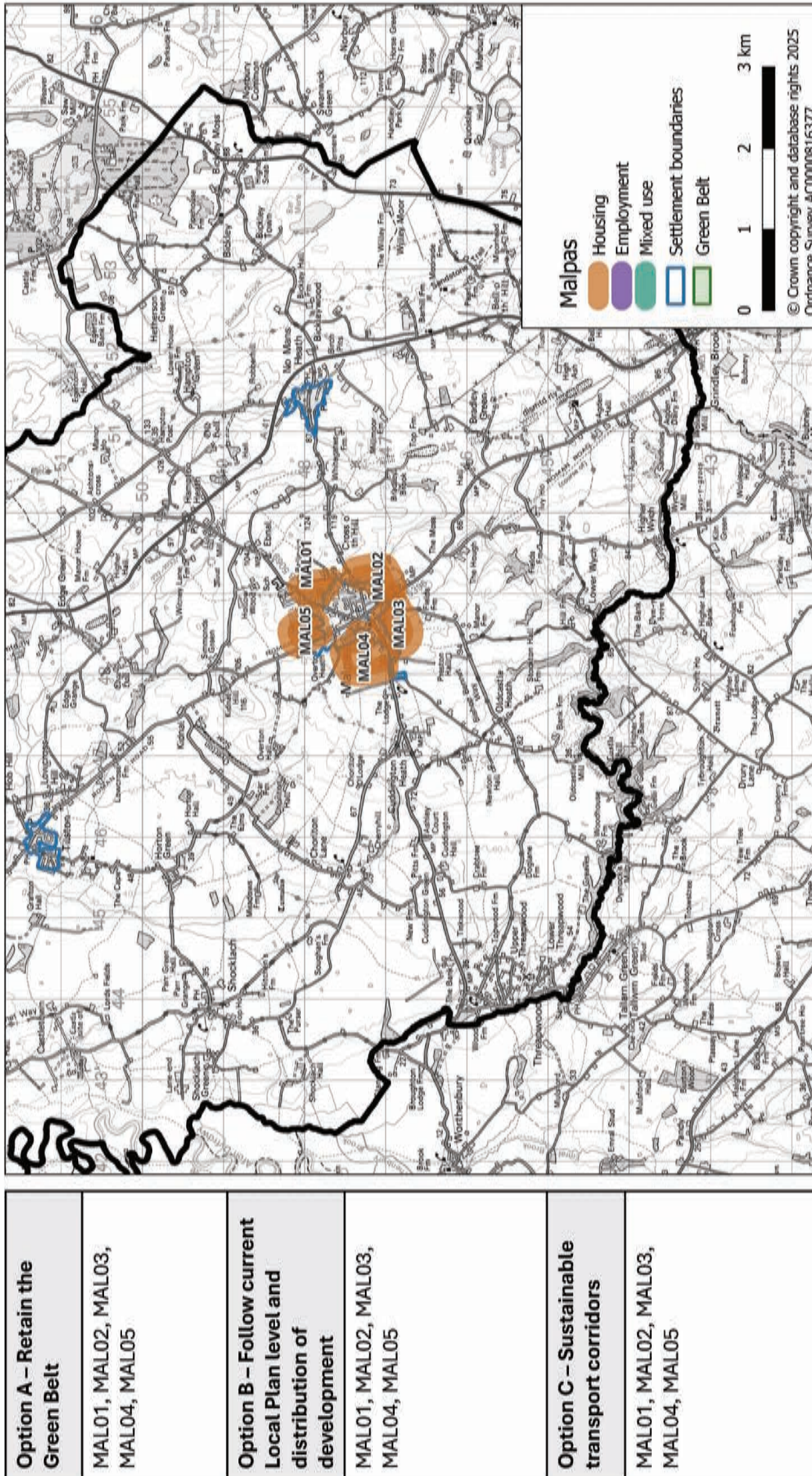
Do you have any further comments about any of the potential growth areas identified around Kelsall?

### Question SS 49

Are there any constraints, including infrastructure provision, that should be considered for Kelsall when developing the new Local Plan?



Map 5.13 Malpas growth options



## 5 Spatial strategy

### Question SS 50

Which of the identified potential growth areas around Malpas do you consider to be the most suitable?

### Question SS 51

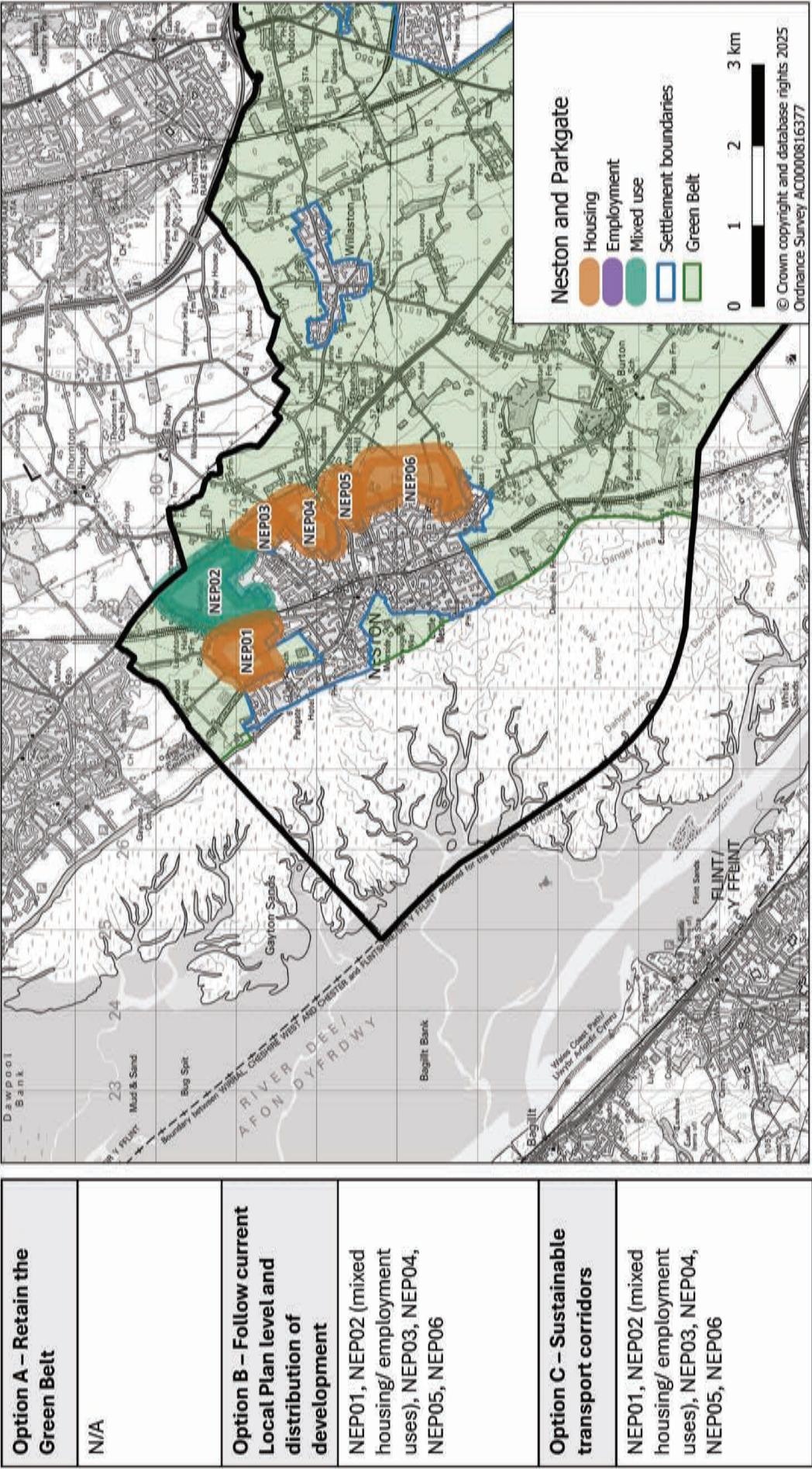
Do you have any further comments about any of the potential growth areas identified around Malpas?

### Question SS 52

Are there any constraints, including infrastructure provision, that should be considered for Malpas when developing the new Local Plan?



Map 5.14 Neston and Parkgate growth options



## 5 Spatial strategy

### Question SS 53

Which of the identified potential growth areas around Neston and Parkgate do you consider to be the most suitable?

### Question SS 54

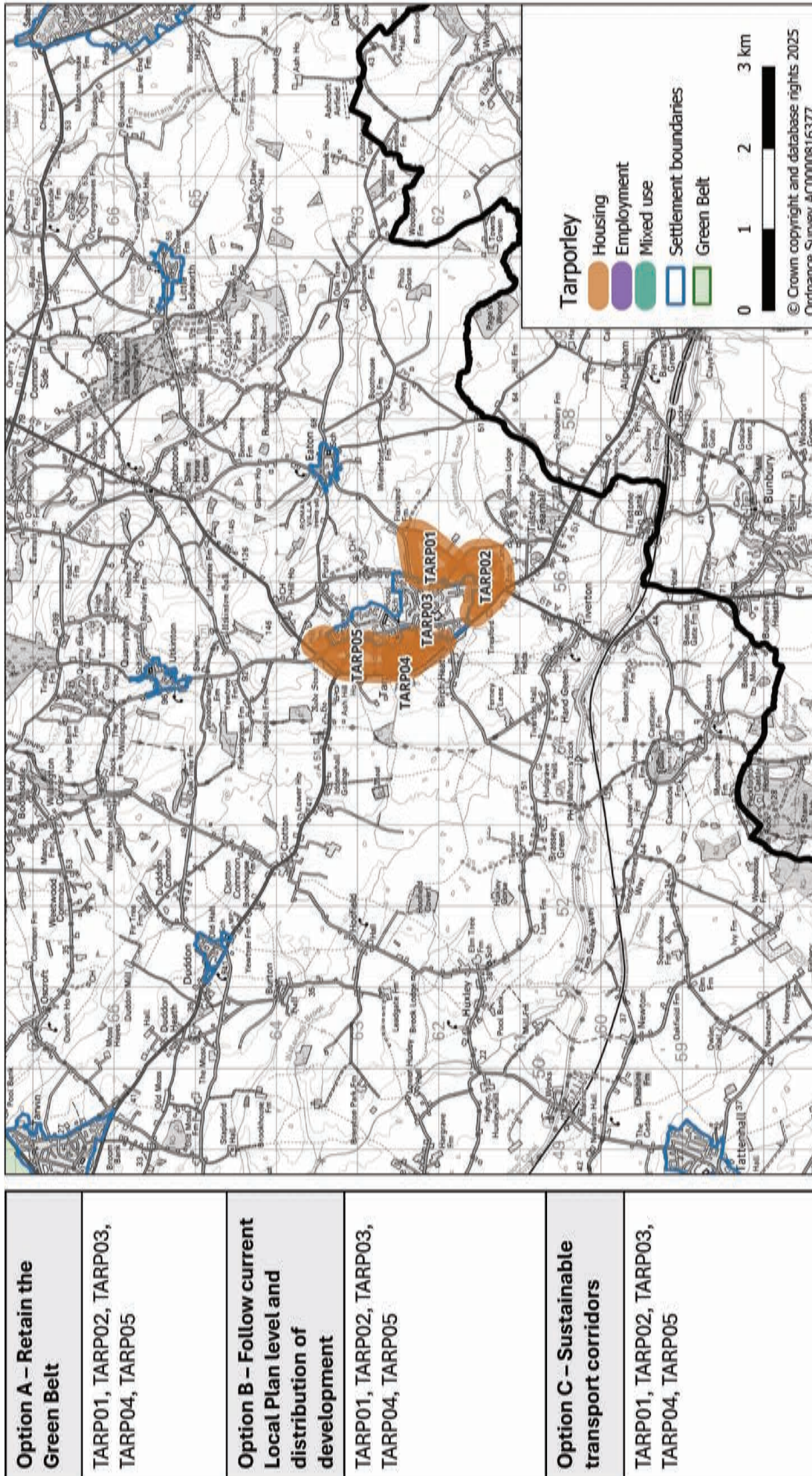
Do you have any further comments about any of the potential growth areas identified around Neston and Parkgate?

### Question SS 55

Are there any constraints, including infrastructure provision, that should be considered for Neston and Parkgate when developing the new Local Plan?



Map 5.15 Tarporley growth options



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## 5 Spatial strategy

### Question SS 56

Which of the identified potential growth areas around Tarporley do you consider to be the most suitable?

### Question SS 57

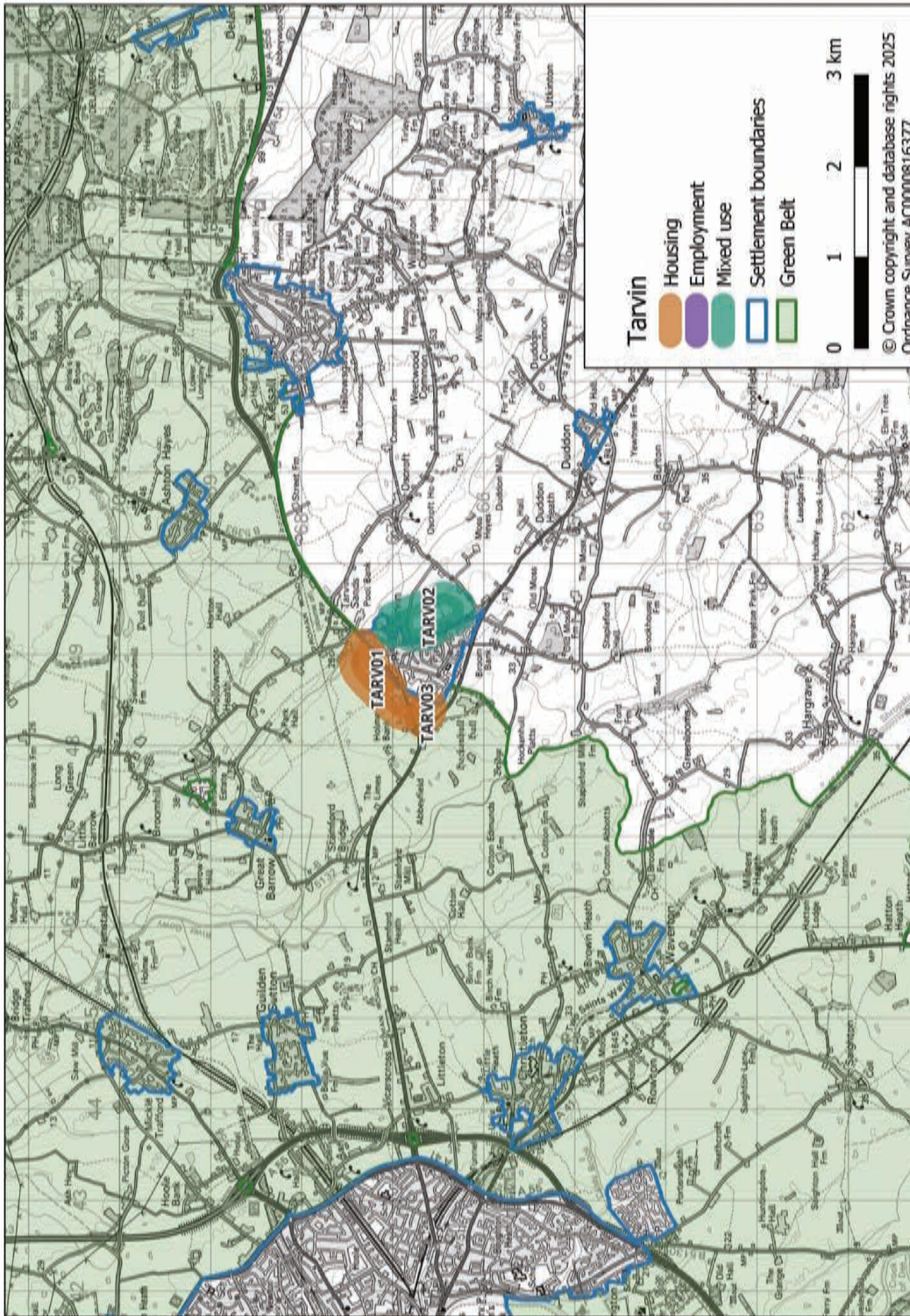
Do you have any further comments about any of the potential growth areas identified around Tarporley?

### Question SS 58

Are there any constraints, including infrastructure provision, that should be considered for Tarporley when developing the new Local Plan?



Map 5.16 Tarvin growth options



<b>Option A – Retain the Green Belt</b>	TARV02 (mixed housing/ community uses)
<b>Option B – Follow current Local Plan level and distribution of development</b>	TARV01, TARV02 (mixed housing/ community uses), TARV03
<b>Option C – Sustainable transport corridors</b>	TARV01, TARV02 (mixed housing/ community uses), TARV03

## 5 Spatial strategy

### Question SS 59

Which of the identified potential growth areas around Tarvin do you consider to be the most suitable?

### Question SS 60

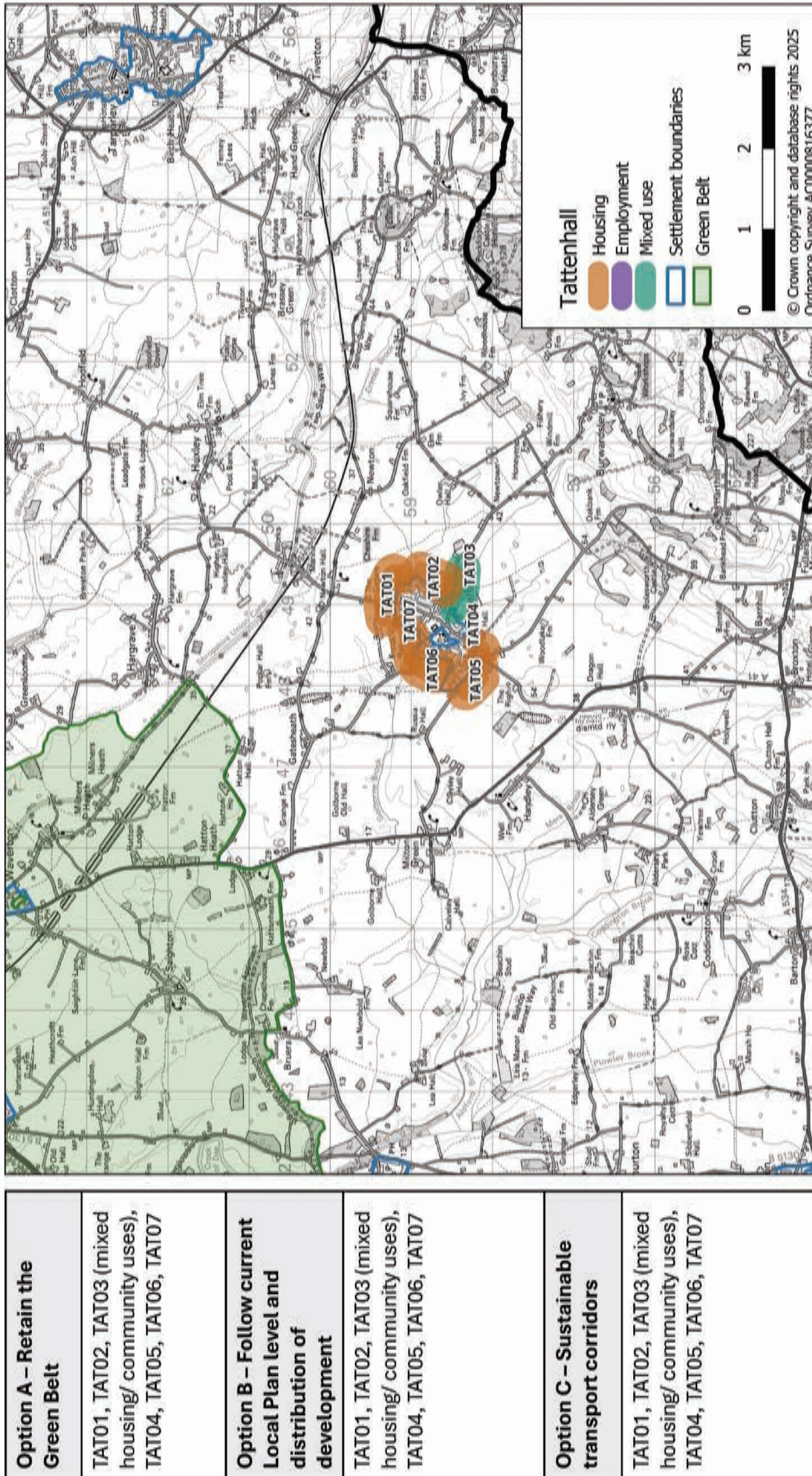
Do you have any further comments about any of the potential growth areas identified around Tarvin?

### Question SS 61

Are there any constraints, including infrastructure provision, that should be considered for Tarvin when developing the new Local Plan?



Map 5.17 Tattenhall growth options



## 5 Spatial strategy

### Question SS 62

Which of the identified potential growth areas around Tattenhall do you consider to be the most suitable?

### Question SS 63

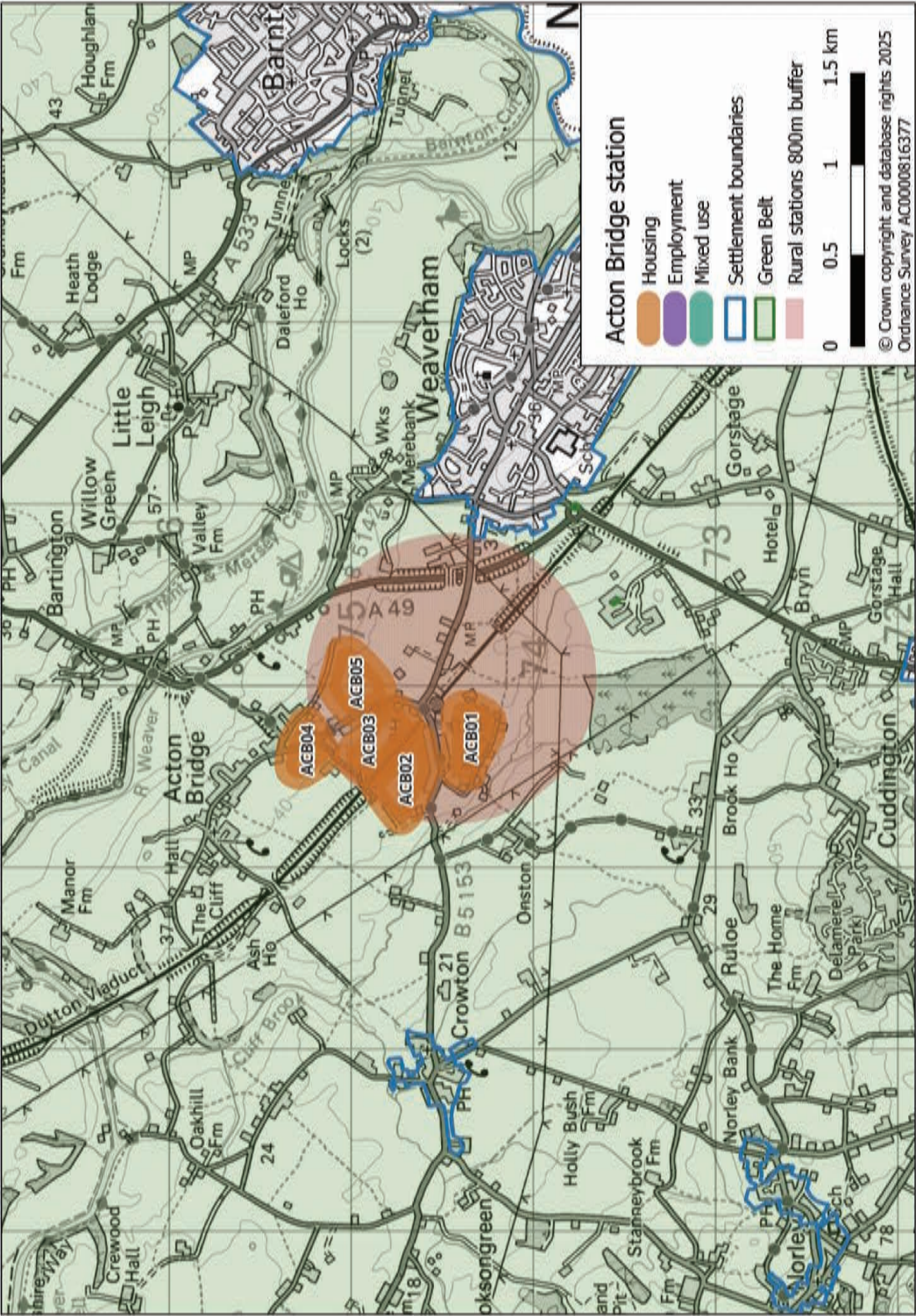
Do you have any further comments about any of the potential growth areas identified around Tattenhall?

### Question SS 64

Are there any constraints, including infrastructure provision, that should be considered for Tattenhall when developing the new Local Plan?



Map 5.18 Acton Bridge station growth options



<b>Option A – Retain the Green Belt</b>	N/A
<b>Option B – Follow current Local Plan level and distribution of development</b>	N/A
<b>Option C – Sustainable transport corridors</b>	ACB01, ACB02, ACB03, ACB04, ACB05

## 5 Spatial strategy

### Question SS 65

Which of the identified potential growth areas around Acton Bridge station do you consider to be the most suitable?

### Question SS 66

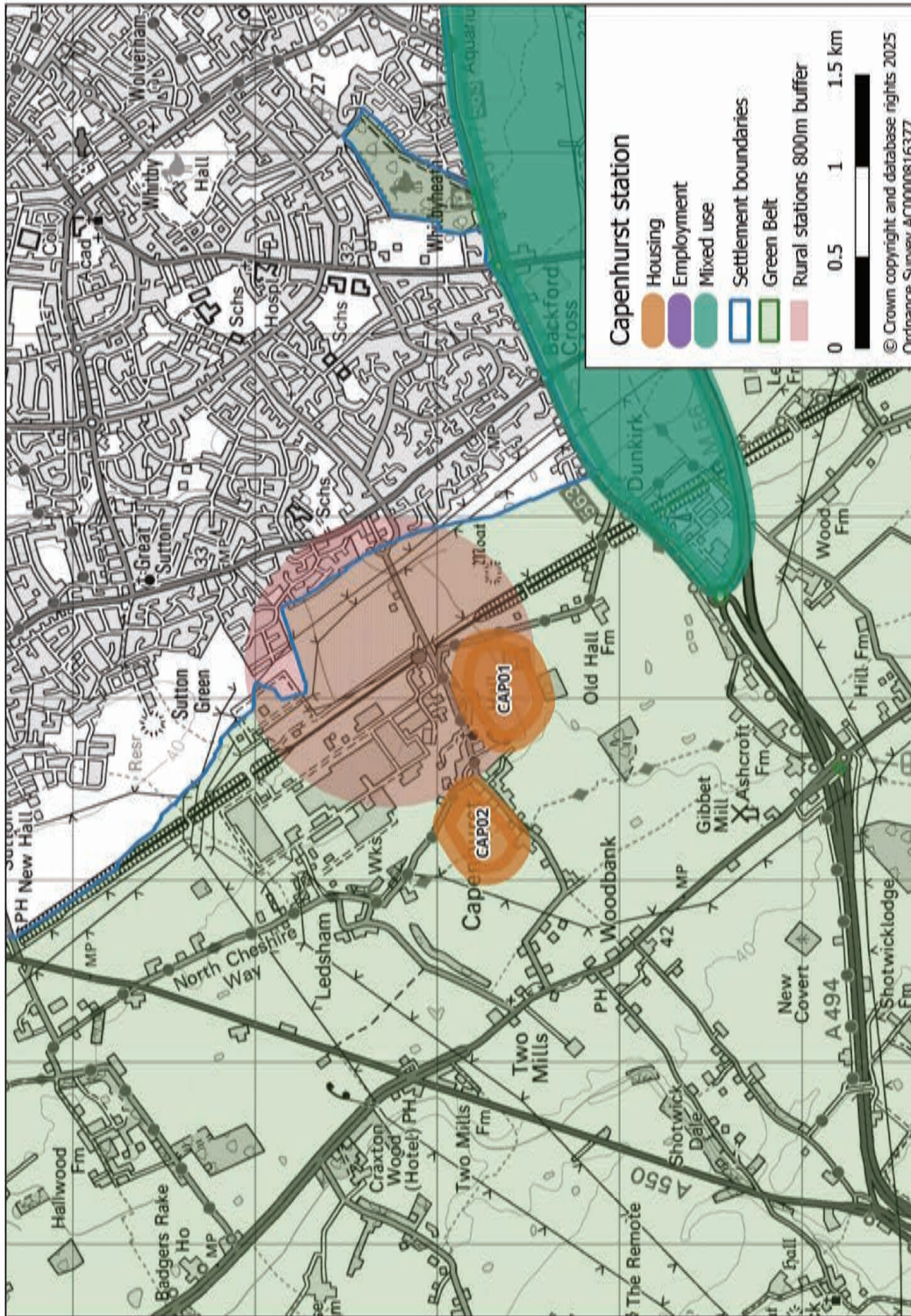
Do you have any further comments about any of the potential growth areas identified around Acton Bridge station?

### Question SS 67

Are there any constraints, including infrastructure provision, that should be considered for the area around Acton Bridge station when developing the new Local Plan?



Map 5.19 Capenhurst station growth options



<b>Option A – Retain the Green Belt</b>	N/A
<b>Option B – Follow current Local Plan level and distribution of development</b>	N/A
<b>Option C – Sustainable transport corridors</b>	CAP01, CAP02

## 5 Spatial strategy

### Question SS 68

Which of the identified potential growth areas around Capenhurst station do you consider to be the most suitable?

### Question SS 69

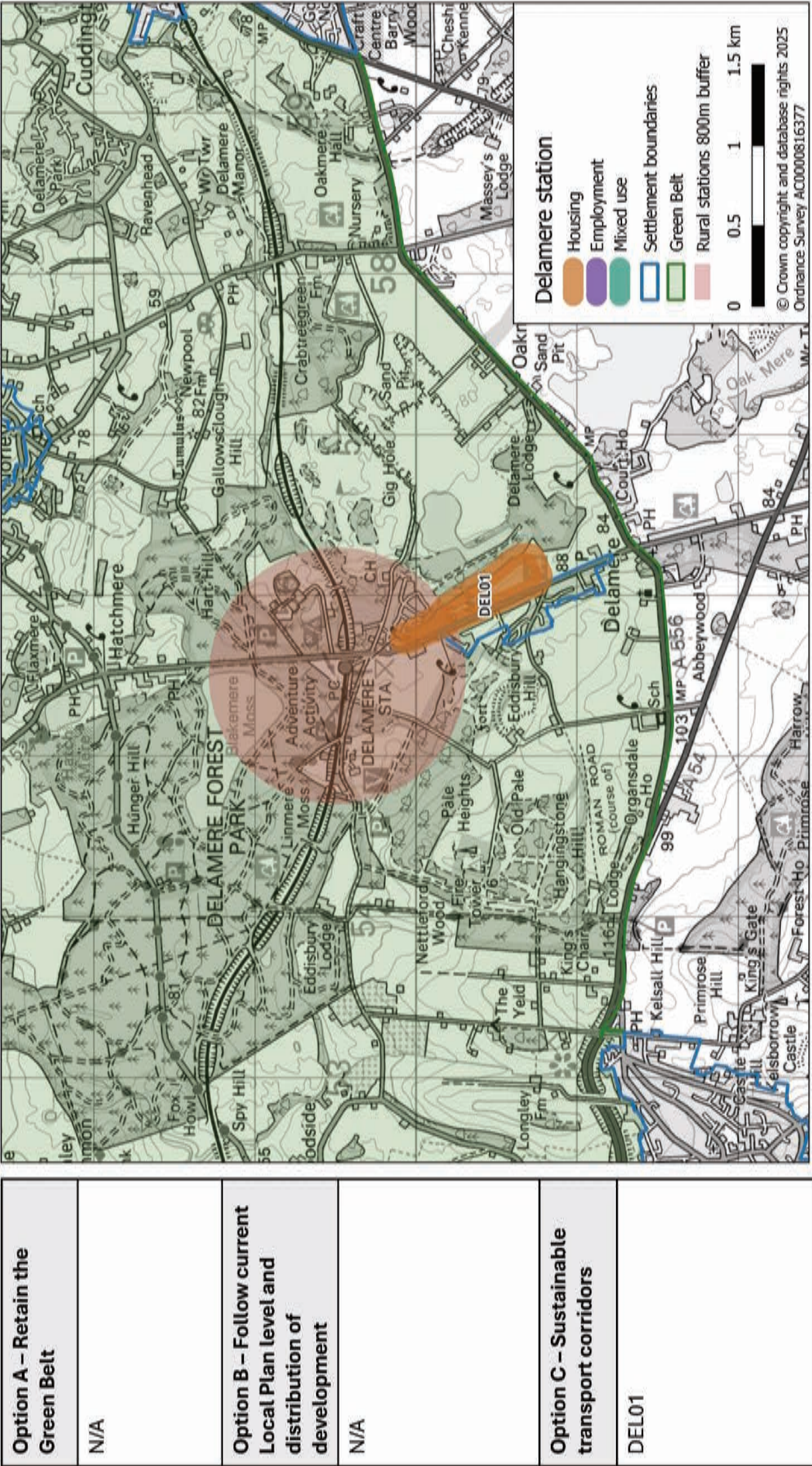
Do you have any further comments about any of the potential growth areas identified around Capenhurst station?

### Question SS 70

Are there any constraints, including infrastructure provision, that should be considered for the area around Capenhurst station when developing the new Local Plan?



Map 5.20 Delamere station growth options





## 5 Spatial strategy

### Question SS 71

Which of the identified potential growth areas around Delamere station do you consider to be the most suitable?

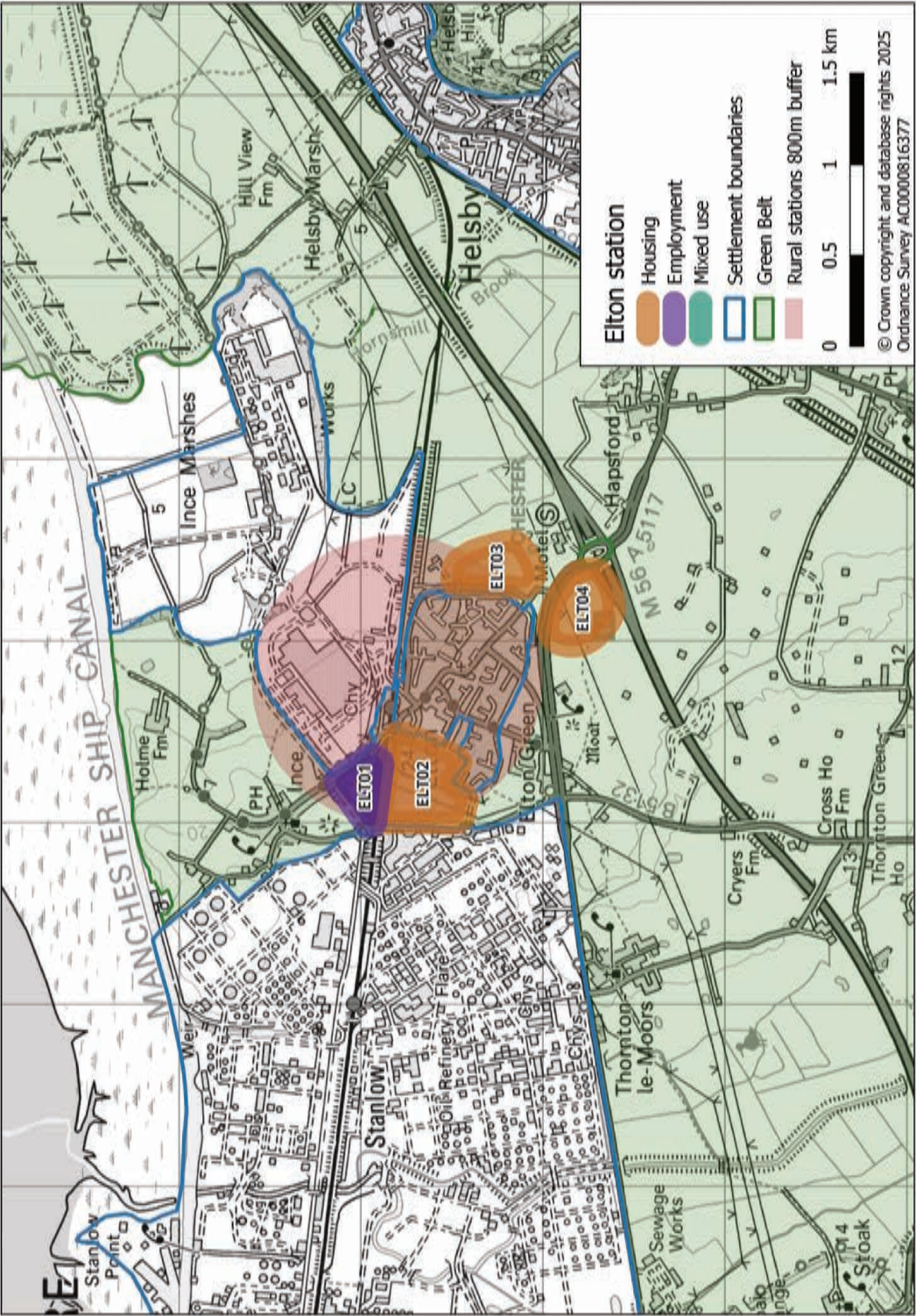
### Question SS 72

Do you have any further comments about any of the potential growth areas identified around Delamere station?

### Question SS 73

Are there any constraints, including infrastructure provision, that should be considered for the area around Delamere station when developing the new Local Plan?

Map 5.21 Elton station growth options



<b>Option A – Retain the Green Belt</b>	N/A
<b>Option B – Follow current Local Plan level and distribution of development</b>	N/A
<b>Option C – Sustainable transport corridors</b>	ELT01, ELT02, ELT03, ELT04

## 5 Spatial strategy

### Question SS 74

Which of the identified potential growth areas around Elton station do you consider to be the most suitable?

### Question SS 75

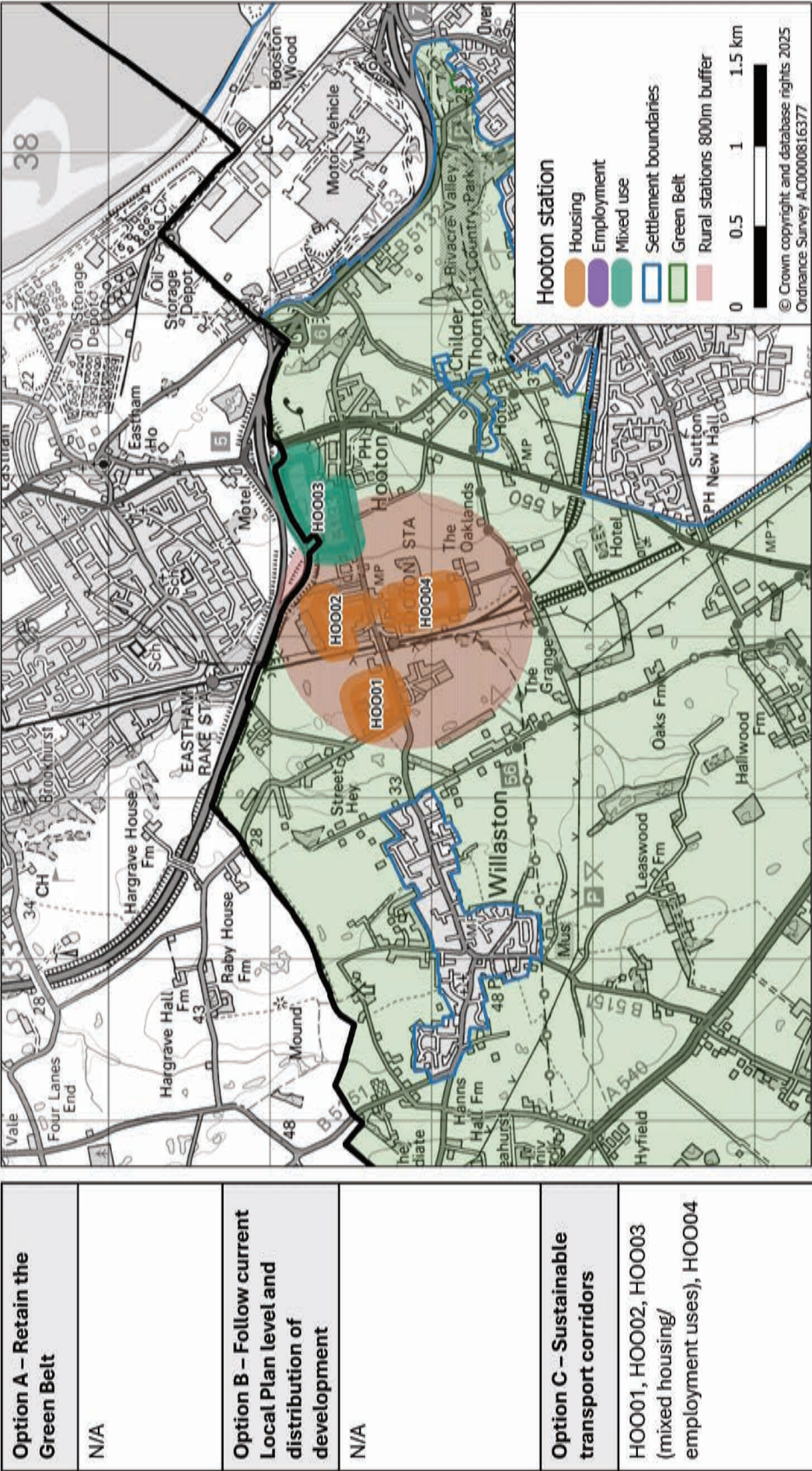
Do you have any further comments about any of the potential growth areas identified around Elton station?

### Question SS 76

Are there any constraints, including infrastructure provision, that should be considered for the area around Elton station when developing the new Local Plan?



Map 5.22 Hooton station growth options





## 5 Spatial strategy

### Question SS 77

Which of the identified potential growth areas around Hooton station do you consider to be the most suitable?

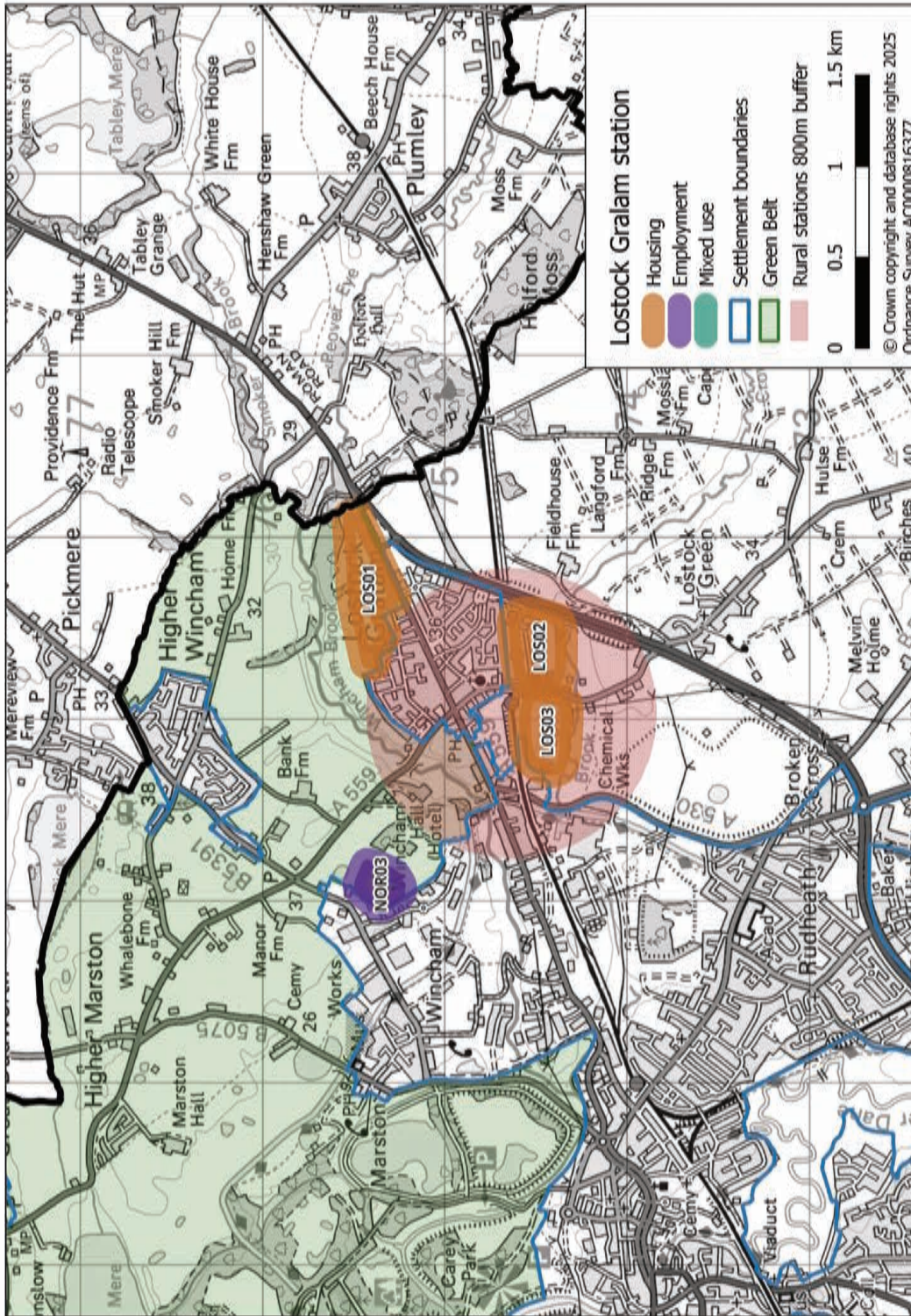
### Question SS 78

Do you have any further comments about any of the potential growth areas identified around Hooton station?

### Question SS 79

Are there any constraints, including infrastructure provision, that should be considered for the area around Hooton station when developing the new Local Plan?

Map 5.23 Lostock Gralam station growth options



<b>Option A – Retain the Green Belt</b>	N/A
<b>Option B – Follow current Local Plan level and distribution of development</b>	N/A
<b>Option C – Sustainable transport corridors</b>	LOS01, LOS02, LOS03

## 5 Spatial strategy

### Question SS 80

Which of the identified potential growth areas around Lostock Gralam station do you consider to be the most suitable?

### Question SS 81

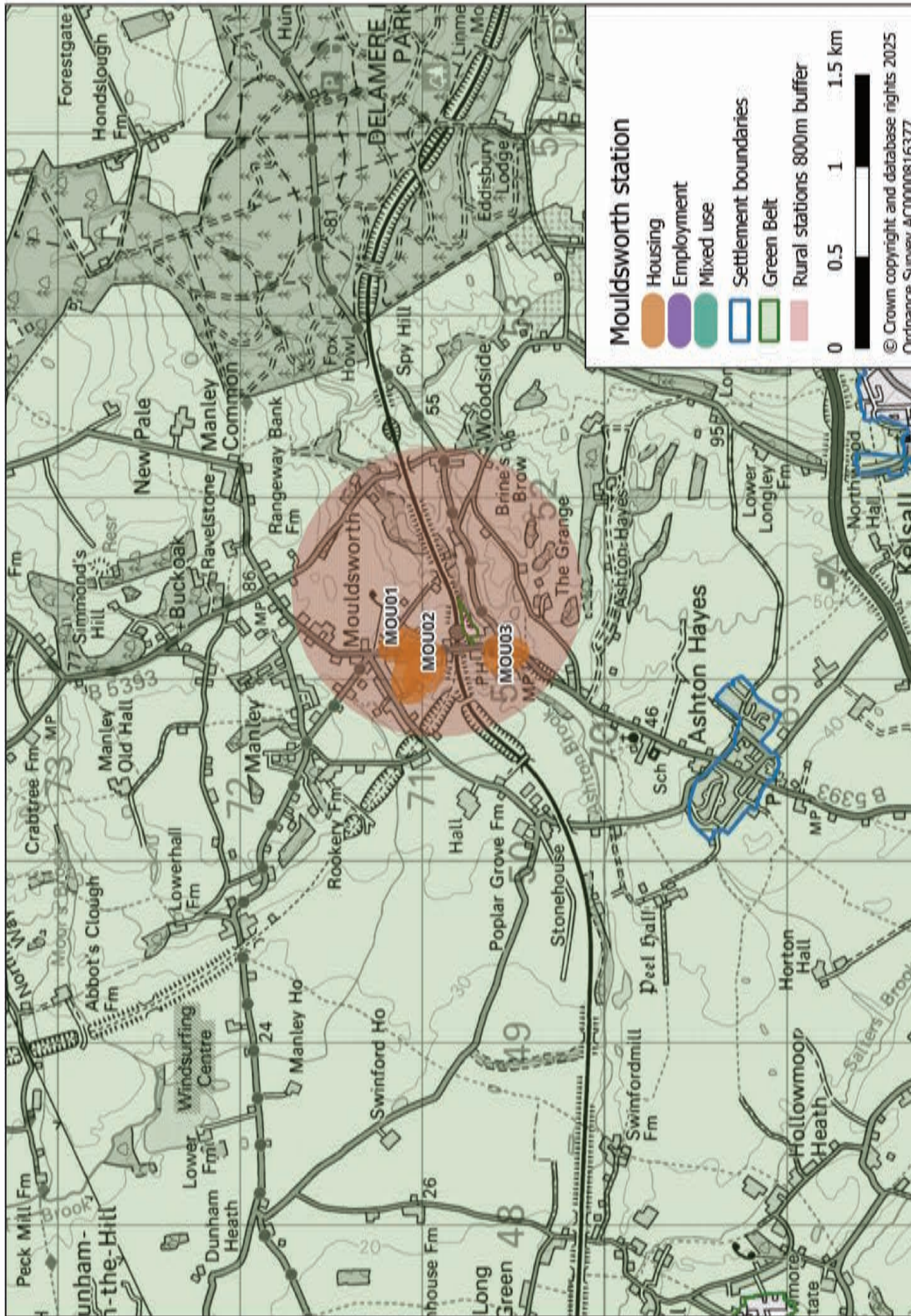
Do you have any further comments about any of the potential growth areas identified around Lostock Gralam station?

### Question SS 82

Are there any constraints, including infrastructure provision, that should be considered for the area around Lostock Gralam station when developing the new Local Plan?



Map 5.24 Mouldsworth station growth areas



<b>Option A – Retain the Green Belt</b>	N/A
<b>Option B – Follow current Local Plan level and distribution of development</b>	N/A
<b>Option C – Sustainable transport corridors</b>	MOU01, MOU02, MOU03



## 5 Spatial strategy

### Question SS 83

Which of the identified potential growth areas around Mouldsworth station do you consider to be the most suitable?

### Question SS 84

Do you have any further comments about any of the potential growth areas identified around Mouldsworth station?

### Question SS 85

Are there any constraints, including infrastructure provision, that should be considered for the area around Mouldsworth station when developing the new Local Plan?

## 6 Chester

### National policy

**6.1** Plans should promote sustainable patterns of development including making effective use of land in urban areas and set out a positive strategy for the conservation and enjoyment of the historic environment. Green Belt policy (including grey belt) maintains a key purpose of Green Belt is to preserve the setting and special character of historic towns.

### Evidence base

- [Chester City Gateway Strategic Regeneration Framework](#)
- [One City Plan](#) (Chester)
- [Economic Needs Assessment \(2025\)](#)
- Retail Study (in preparation)
- Housing Needs Assessment (to be prepared)
- [Revised Parking Standards Supplementary Planning Document \(2022\)](#)
- [Chester Archaeological Plan](#)
- [Chester Rows Design Guide](#)
- [Chester Characterisation Study](#)
- [Chester Transport Strategy](#)
- [Land Availability Assessment \(Stage One\)](#) (Stage Two in preparation)
- [Places Background Paper](#)

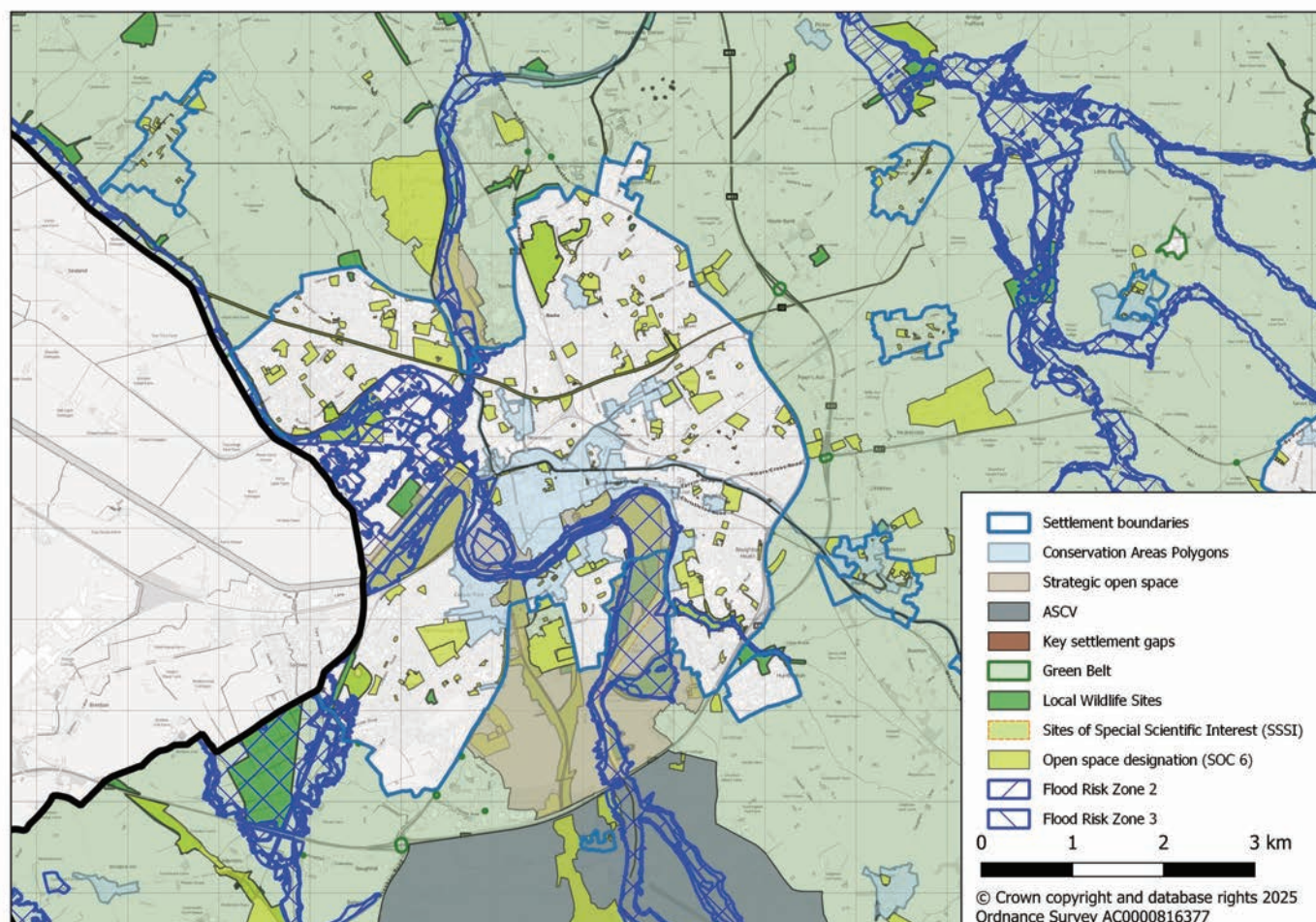
### Key issues

- Chester is the borough's largest settlement in terms of population (and dwellings) and is the main centre for offices, employment, culture, retail, leisure, higher education and tourism with a rail station serving London, Manchester, Merseyside and North Wales.
- Chester is internationally renowned as a historic city and need to protect this including historic core and setting of the city including strategic open space.
- This is the only area in Cheshire West and Chester where Green Belt release was considered justified due to role of the sub-regional role of the City, high levels of in-commuting, affordable housing need and delivering a mix of housing (family homes).
- Slow delivery of Chester Business Quarter as prestige office allocation close to the rail station.
- Supporting new offices spaces in the city centre
- Identifying and retaining employment land allocations and sites due to pressure for residential development.
- The city centre has faced challenges not only from the national decline of shopping functions on the high street but from out of centre locations but is still a relatively attractive centre especially for leisure and culture.
- Through the last Local Plan, Green Belt was assessed and only land at Wrexham Road was released as a strategic site with no other areas released due to harm to Green Belt purposes including the setting of the city.
- How to plan for and deliver infrastructure for the Gateway area including a new footway/cycle bridge over the railway.
- Dale Barracks closure for military purposes will potentially enable redevelopment for other uses.
- Parking policy and requirements in the city centre and surrounding area may be holding back residential schemes

## 6 Chester

- Supporting new residential development whilst ensuring other uses are not displaced or conflict with existing leisure uses.
- The Chester Transport Strategy identified a potential package of measures including a 5th park and ride site (Hoole) and investigating a relief road for the west of the city.
- Less pressure for student accommodation including purpose built than during previous Local Plan.

Map 6.1 Chester settlement area and key constraints



### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 3 Chester</a>	Identifies Chester as a key economic driver, CBQ allocation, protection of CBP, CWEP. National and international importance of historic city and setting.
Local Plan (Part One)	<a href="#">ECON 1 Economic growth, employment and enterprise</a>	Key economic sites in Chester are identified as; Chester Business Quarter, and Chester Business Park.

## Chester 6

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part Two)</a>	<a href="#">CH 1 Chester settlement area</a>	Sets criteria for development proposals in Chester, including protecting the historic core and setting, historic routes and grain in city centre etc and identifying areas of strategic open space.
Local Plan (Part Two)	<a href="#">CH 2 Chester regeneration areas</a>	Identifies the key regeneration areas in Chester , including: Northern Gateway area, Castle and Riverside (including hydroelectric power at the weir), Northgate area all within context of walking/cycling, mixed use and protecting viability and vitality.
Local Plan (Part Two)	<a href="#">CH 3 Employment land provision in Chester</a>	Identifies the employment land allocations in Chester to meet the strategic requirement for new employment development.
Local Plan (Part Two)	<a href="#">CH 4 University of Chester</a>	Provides criteria for the development of education related facilities at the University of Chester campus sites in Chester.
Local Plan (Part Two)	<a href="#">CH 5 Chester conservation areas</a>	Sets criteria for development proposals within Chester's conservation areas includes quality of design and consideration of townscape and setting of the city.
Local Plan (Part Two)	<a href="#">CH 6 Chester key views, landmarks and gateways and historic skyline</a>	Identifies the key views, landmarks, gateways and historic skyline, and criteria that for development proposals in Chester.
Local Plan (Part Two)	<a href="#">GBC 1 - Commercial sites in the Green Belt</a>	Identifies large-scale existing commercial and employment sites located in the Green Belt: <ul style="list-style-type: none"> <li>• GBC 1.A Chester Zoo</li> <li>• GBC 1. B Countess of Chester Health Park</li> </ul>



## 6 Chester

Local Plan	Policy reference	Policy summary
		<ul style="list-style-type: none"> <li>GBC 1.C Dale Barracks</li> <li>GBC 1. D Chester Business Park</li> </ul>
Local Plan (Part Two)	<a href="#">T 1 Local road network improvement schemes</a>	Identifies Chester Western Relief Road as a priority local road network schemes.
Local Plan (Part Two)	<a href="#">T 2 A56 Hoole Road Corridor</a>	Identifies land for a new park and ride site at the M53/A56 junction, sets out criteria for development of a new park and ride site, and supports proposals that will improve the operation of the A56 Hoole Road corridor.
Local Plan (Part Two)	<a href="#">T 3 Railway stations</a>	Supports proposals for the enhancement and provision of capacity improvements of Chester Station.
Local Plan (Part Two)	<a href="#">T 5 Parking and access</a>	Sets criteria for safe access to new development sites for all users and the provision and protection of sufficient parking to service the needs of development, with regard to the Council's latest adopted parking standards.
Local Plan (Part Two)	<a href="#">DM 50 Archaeology</a>	Sets the criteria for development proposals affecting archaeological heritage assets, taking into account the significance of the heritage asset and their setting, and the scale of any loss or harm.

### Suggested policy approach

**6.2** The level of development will depend on spatial strategy option chosen (see section SS 5 'Spatial strategy options') but will seek to maximise housing and other development on previously developed land. Chester is the area with one of best levels and opportunities for public transport use, walking and wheeling therefore the new Local Plan plan will seek to increase housing especially in the city centre area. The approach will prioritise the protection of the historic environment as core to protecting the character of the city that makes it a special and highly valued place.

**6.3** The suggested approach is to combine Local Plan (Part One) policy STRAT 3 with Local Plan (Part Two) policy CH 1 as the overarching and locally distinct policy for Chester but update as needed especially to reflect allocations that have been completed and/or require a new approach.

**6.4** Local Plan (Part Two) policy CH 2 for the Chester regeneration areas will be updated to reflect the new Chester City Gateway Strategy but it is proposed to continue to include policies for Commonhall Street, Chester Castle/ Riverside (including hydro power generation) and Northgate for the remaining phases of the development.

**6.5** Chester City Gateway seeks to regenerate and improve the area around Chester rail station, including improved accessibility including new or upgraded bridges especially connecting Hoole to promote walking, wheeling and cycling. The strategy aims to deliver over 600 new homes with a mix of well-designed new houses, particularly for younger people, whilst creating sustainable healthy communities with access to facilities and green space. The strategy also seeks to build on the role of improved transport, place and housing offer to support economic growth.

**6.6** The Local Plan (Part Two) employment allocations policy CH 3 will be updated or site-specific policies developed to reflect allocations. It is proposed to retain Local Plan (Part Two) policy CH 4 for the University of Chester but can be updated if necessary.

**6.7** It is proposed to retain Local Plan (Part Two) policy CH 5 for Chester's Conservation Area and Local Plan (Part Two) policy CH 6 for Chester's key views, landmarks and gateways, and historic skyline as these are locally distinct policies that seek to protect the special character of Chester. Local Plan (Part Two) policy CH 5 will be amended to reference the Chester Rows Design Guide which was completed in 2022. Local Plan (Part Two) policy DM 50 seeks to protect archaeological heritage assets and requires the Chester Archaeological plan to be consulted, which defines areas of archaeological significance and primary and secondary archaeological character zones. This aspect of Local Plan (Part Two) policy DM 50 will be incorporated into the Chester policy section to ensure the special archaeological assets of Chester continue to be protected.

**6.8** Several large-scale major sites in the Green Belt are located close to the settlement boundary edge of Chester – Chester Zoo, Countess of Chester Health Park, Dale Barracks and Chester Business Park. The chosen spatial strategy (see SS 5 'Spatial strategy options') will determine whether Green Belt boundaries will be amended, and the relevant existing policies may need to be amended to reflect this and/or national changes to Green Belt policy (including grey belt policy and guidance). It is proposed to retain the content of Local Plan (Part Two) policies GBC 1.A-D to provide a framework and guidance for future development of these areas subject to comments received including from site owners/operators. Dale Barracks will be put forward as a potential allocation due to the Ministry of Defence wishing to cease military use of the site. Local Plan (Part Two) policies GBC 1.A-D will be amended to reflect the changes since the last plan and streamlined where necessary to avoid the repetition of policies and/or reflect changes to national policy.

**6.9** Current Local Plan (Part One) policy STRAT 10 Transport and Accessibility, and Local Plan (Part Two) policies T1 Local road network improvement schemes, T2 A56 Hoole Road corridor and T3 Railway Stations have criteria and proposals that impact Chester. Future policies in the Chester section or transport section will need to reflect updated proposals for transport in the city.

**6.10** Parking standards for residential development are the same across the borough although a more flexible approach can be taken for the re-use of buildings in high density areas that traditionally have no dedicated parking provision, such as The Rows in Chester. The supplementary planning document states this should only be for schemes that achieve other key aims such as preserving or enhancing

## 6 Chester

heritage significance and the vitality and viability of town centres. For other users e.g. offices, hotels the number of spaces required are reduced within the Chester City inner zone and intermediate zone. Local Plan (Part Two) policy T5 also prevents the redevelopment of existing public car parks unless adequate replacement is provided.

**6.11** To promote residential development within the city centre and surrounding area in line with the One City Plan and Chester Gateway study it is proposed that a revised approach is taken to parking. This could mean zero or limited parking would be required for new residential, office, hotel or other developments within existing or amended inner and intermediate zones. Further that car parks in The Gateway area can be redeveloped without alternative provision being made although the aim to improve parking facilities at the rail station would remain unchanged.

**6.12** Chester Business Park continues to be an important office location although there may be a need to take a more flexible approach to employment uses on the site. The Economic Needs Assessment (2025) identifies the city as being attractive to businesses but there needs to be the right type of office provision.

## CH 1

### Chester

The suggested approach will reflect the One City Plan to recognise the uniqueness of the city and the opportunity to build on the city's cultural and heritage offer and Chester's strength as a compact, connected centre surrounded by accessible neighbourhoods including:

- promoting opportunities for sustainable travel.
- increasing opportunities for people to live in the heart of the city through the right mix of housing and creating high quality places.
- supporting a vibrant city centre and Chester's role as a sub-regional centre.
- providing quality office space.

The new Local Plan will set out the level and location of new development with protection of the historic environment and special character of the city remaining the priority.

The overall content of Local Plan (Part One) policy STRAT 3 and Local Plan (Part Two) policy CH 1 will be retained, relating to development in Chester and protecting the historic and special character of the city including areas identified as strategic open space.

The content of Local Plan (Part Two) policy CH4 for the University of Chester will be retained.

The approach will retain Local Plan (Part Two) policies CH 5 and CH 6 to protect the heritage of Chester with the addition of reference to Chester Rows Design Guide. For relevant development proposals within Chester, include the requirement to consult the Chester Archaeological Plan which defines Areas of Archaeological Significance and the Primary and Secondary Archaeological Character Zones (formerly part of Local Plan (Part Two) policy DM 50).

Amend policies relating to parking to encourage new residential and other uses in the city centre and surrounding area.

Retain and update content of Local Plan (Part Two) policy GBC 1.A - Chester Zoo - for zoological purposes.

Retain and update content of Local Plan (Part Two) policy GBC 1.B - Countess of Chester Health Park - for medical and associated purposes.

### Key Allocations / Policies

Policies will seek to support a vibrant city centre and seek to support and retain uses, including cultural, that contribute to the attractiveness of the city as a place to live and visit.

Retain and update content of Local Plan (Part Two) policy CH 2.B Commonhall Street and policy CH 2.C Chester Castle and Riverside Area.

Update or replace Local Plan (Part Two) policy CH 3 regarding employment allocations:

- **Dale Barracks** (mixed use) – set out level and type of development and identify areas to be protected and other requirements taking account of local community aspirations set out in the Upton Neighbourhood Plan. Update Local Plan.(Part Two) policy GBC 1.C.



## 6 Chester

- **Chester Gateway** (mixed use) (part of Local Plan Part Two) policy CH 2.A) – allocate land for mixed uses including residential where compatible with protecting employment uses and incorporate other aims and try and link in development requirements for provision of infrastructure.
- **Chester Business Quarter** – currently identified for some apartment accommodation but primarily for 44,000 sq. m of high-quality office space of which 7,800 sq. m has been developed for office. There has been a hotel development granted (3,700 sq. m permitted) with balance of 32,500 sq. m undeveloped. The consultation is seeking views on future allocation of the area for office uses.
- **Northgate Phase 2** – current Local Plan (Part Two) policy CH 2.A - anticipated policy approach will be for the next phase to be predominantly residential-led mixed-use development.
- **Chester Business Park** – current Local Plan (Part One) policy ECON 1 and Local Plan (Part Two) policy GBC 1.D identifies Chester Business Park as a safeguarded strategic employment location for office uses located in the Green Belt.
- **Chester West Employment Park and Sealand Industrial Estate** – current Local Plan (Part One) policy ECON 1 existing employment land and premises are retained and protected for employment use. Qualitative improvements within these areas will be supported.
- Other sites identified will depend on the chosen spatial strategy (see SS 5 'Spatial strategy options').

### Transport and infrastructure

Subject to TA 2 'Key local transport infrastructure priorities' the suggested policy approach will identify the key transport priorities for Chester, which may include:

- Improvements to the A56 Hoole Road Corridor
- Allocating land for a 5th park and ride site
- Supporting capacity improvements at Chester Station

Appropriate provision should be made for access and parking in line with a review of parking standards and parking zones as set out in TA 1 'Transport and accessibility', where there is a concentration of services, increased sustainable transport options and lower levels of car ownership.

### Approach to Chester Business Park

Land to the east of Wrexham Road, Chester will continue to be identified as an established business park within the Green Belt. Development proposals for office development, Use Class E(g)(i), within the area defined on the policies map will be supported where they are in line with the suggested policy approach set out in EG 1 'Economic growth, employment and enterprise' and providing:

1. they provide for a high-quality development in a parkland setting; and
2. the traffic/transport requirements generated by the development can be safely and satisfactorily accommodated on the highways network.

Proposals for the refurbishment of vacant office premises for continued economic use would be supported.

Proposals for the change of use of vacant office floorspace to an alternative use, would be assessed against the suggested policy approach set out in EG 1 'Economic growth, employment and enterprise'.

The policy approach could consider if flexible employment uses that support jobs (such as research and development, educational or health related use), may be acceptable where there is evidence of long-term vacancy and where this would maintain the vibrancy of the business park. Additional safety/security measures should be provided where appropriate.

New residential development within Chester Business Park would not be permitted.

### Question CH 1

Do you agree with the suggested policy approach towards Chester, as set out in CH 1 'Chester' above? If not please suggest how it could be amended?

### Question CH 2

Do you have any comments on the suggested allocations/sites, set out above?

### Question CH 3

Do you have any views on how the aspirations of the One City Plan and Chester Gateway Regeneration Framework should be reflected through the new Local Plan?

### Question CH 4

Are there any infrastructure requirements required to support the suggested policy approach, set out in CH 1 'Chester' above?

### Question CH 5

Should the approach to public car parks and parking requirements in the city centre and surrounding area be amended to support new development?

### Question CH 6

Should the new Local Plan continue to allocate Chester Business Quarter for high quality office uses? If not, how can new office development in Chester be provided?

## 6 Chester

### Question CH 7

Do you agree with the suggested approach towards Chester Business Park?

### Question CH 8

Should there be a more flexible approach to uses supported within Chester Business Park?

### Question CH 9

Is the current policy approach to the University of Chester in current Local Plan (Part Two) policy CH 4 still appropriate?

### Question CH 10

Should the policy approach in relation to protecting the historic importance of Chester, including the setting of the city and strategic open space; archaeology, Chester conservation area; key views, landmarks and gateways and historic skyline remain unchanged?

## 7 Ellesmere Port

### National policy

**7.1** Local Plans should promote sustainable patterns of development to meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) (NPPF, paragraph 11).

**7.2** The Local Plan should encourage sustainable economic growth, set criteria, and identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period (NPPF, paragraph 86b). Planning policies and decisions should recognise and address the specific locational requirements of different sectors (NPPF, paragraph 87).

### Evidence base

- [Economic Needs Assessment \(2025\)](#)
- [Cheshire West and Chester Property Review \(2025\)](#)
- Retail Study (in preparation)
- [Employment Areas Survey \(2024\)](#)
- [Places Background Paper \(2024\)](#)
- [Land Availability Assessment \(Stage One\)](#) (Stage Two in preparation)
- [Origin Investment Prospectus](#)
- [Cheshire and Warrington Local Industrial Strategy](#)
- [Inclusive Economy Strategy](#)
- [Climate Emergency Response Plan and Land Action Plan](#)

### Key issues

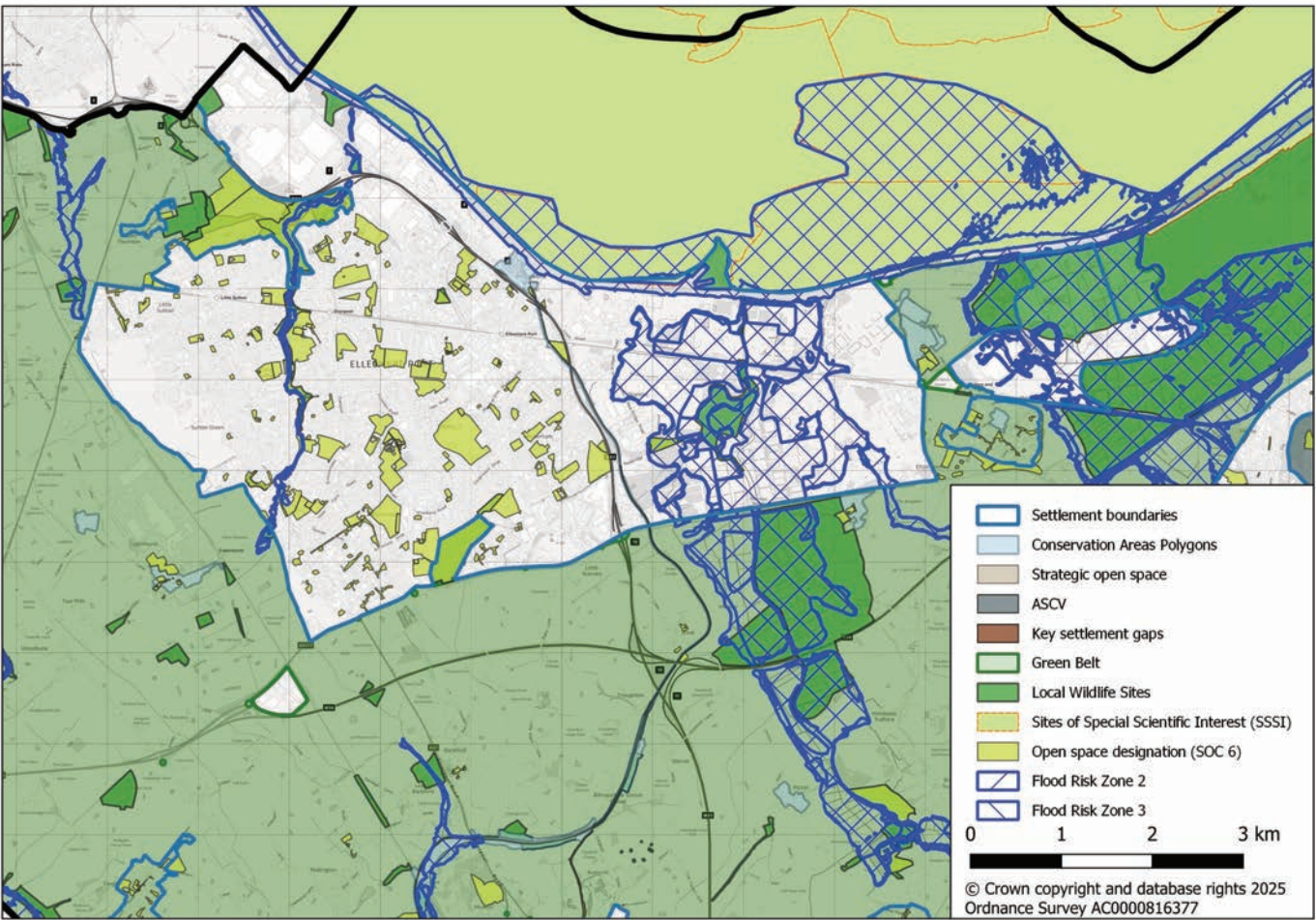
- Ellesmere Port is one of four main urban areas in the borough, it is the second largest settlement and most industrialised part of the borough. The Places Background Paper provides a profile of Ellesmere Port.
- The Employment Areas Survey (2024) shows Ellesmere Port has the most business/industrial parks in the borough, including large scale strategic employment locations for specialist industries or sectors, including waste and energy.
- National planning practice guidance states policies should consider the specific locational requirements of specialist or new sectors and logistics. Decarbonisation of industry is taking place and emerging sectors include low carbon/green technologies and hydrogen.
- Housing development is taking place on Ledsham Road allocation, identified in Local Plan (Part One) policy STRAT 4. Elsewhere housing has been developed on former vacant industrial land such as at Rossfield Park and Cromwell Road.
- Ellesmere Port is bounded by Green Belt, which currently restricts further development on the edge of the settlement. Current Local Plan policy encourages the regeneration of vacant, brownfield sites within the settlement boundary.
- Regeneration of Ellesmere Port town centre is taking place; the new Public Services Hub building was completed 2022, transformation of the Market Hall is being progressed through Levelling Up funding. The proximity of Cheshire Oaks means that the town centre is mainly a local shopping function, whereas Cheshire Oaks is a significant out of town retail and leisure destination.



7 Ellesmere Port

- Ellesmere Port has good transport connections and multi modal opportunities, given its location on the Manchester Ship Canal, rail and motorway networks.
- Ellesmere Port is located adjacent to the Mersey Estuary SPA/Ramsar site, so there is a need to ensure there are no unacceptable impacts on the area's national and internationally designated sites.

Map 7.1 Ellesmere Port settlement area and key constraints



Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 4 Ellesmere Port</a>	Supports substantial economic growth for employment uses, makes provision for 4800 new dwellings to 2030. Key sites include; Ledsham Road (housing 2000 dwellings); New Bridge Road (industrial and business); Stanlow (petrochemicals and related industries); Ince Park (multi-modal resource recovery

## Ellesmere Port 7

Local Plan	Policy reference	Policy summary
		park and energy from waste); Hooton Park (automotive and related industries); Historic Canal Port (tourism). Makes provision for transport and other infrastructure improvements. Freight transport by rail or the Manchester Ship Canal is supported.
Local Plan (Part One)	<a href="#">ECON 1 Economic growth, employment and enterprise</a>	Key economic sites in Ellesmere Port are identified as; Hooton Park, Ince Park, New Bridge Road, Stanlow.
<a href="#">Local Plan (Part Two)</a>	<a href="#">EP 1 Ellesmere Port settlement area</a>	Sets criteria for all developments. Pedestrian links and new railway crossing and public services hub supported on policies map.
Local Plan (Part Two)	<a href="#">EP 2 Employment land provision in Ellesmere Port</a>	Identifies the employment land allocations in Ellesmere Port, to meet the strategic development requirements of Local Plan (Part One) policy STRAT 2. Site specific criteria included in policies EP 2.A-H.
Local Plan (Part Two)	<a href="#">EP 3 Stanlow special policy area</a>	The Stanlow oil refinery is of national importance and safeguarded for continued use for petrochemical and related industries. Sets criteria for the redevelopment of any vacant, under-used or derelict land for employment use. (Policy boundary includes New Bridge Road).
Local Plan (Part Two)	<a href="#">EP 4 Hooton Park</a>	Sets site specific criteria for developments in Hooton Park.
Local Plan (Part Two)	<a href="#">EP 5 Thornton Science Park</a>	Identifies a specific area within the Stanlow Special Policy Area, for research and development uses.

## 7 Ellesmere Port

Local Plan	Policy reference	Policy summary
Local Plan (Part Two)	<a href="#">EP 6 Ince Park</a>	Sets site specific criteria for developments in Ince Park., for a multi-modal resource recovery park and energy from waste facility for use in connection with the recycling, recovery and reprocessing of waste materials.
Local Plan (Part Two)	<a href="#">EP 7 Ellesmere Port historic canal port</a>	Supports tourism development and sets criteria for development within the historic canal port.
Local Plan (Part Two)	<a href="#">T 5 Parking and access</a>	Sets criteria for safe access to new development sites for all users and the provision and protection of sufficient parking to service the needs of development, with regard to the Council's latest adopted parking standards.

### Suggested policy approach

**7.3** The suggested policy approach is to combine Local Plan (Part One) policy STRAT 4 with Local Plan (Part Two) policy EP 1. The public services hub ('The Portal' building) has been developed and the allocation will be removed from the policies map. The regeneration of Ellesmere Port town centre will be supported.

**7.4** The approach to the level of development will depend on the spatial strategy option that is chosen as set out in SS 5 'Spatial strategy options'. This will identify key locations for new housing and employment development in Ellesmere Port. It may mean areas outside of existing settlements are explored for large scale industrial use, or new residential development.

**7.5** Ellesmere Port is surrounded by Green Belt and the spatial strategy chosen will determine whether these policies should be amended/updated to reflect national planning policy. The Urenco Capenhurst Technology Park is located on the outskirts of Ellesmere Port and is currently identified as a commercial site in the Green Belt under Local Plan (Part Two) policy GBC 1 and GBC1.E. Key sites with considerable potential to achieve future economic growth are located in the 'Origin' area, this includes land in Stanlow (Local Plan (Part Two) policy EP 3 and also includes Thornton Science Park (Local Plan (Part Two) policy EP 5)); Hooton Park (Local Plan (Part Two) policy EP4); and Protos (formerly Ince Park) (Local Plan (Part Two) policy EP 6). These Local Plan (Part Two) policies will be reviewed to ensure they are up to date and reflect the consented uses or development proposals in these areas. It is intended to merge Local Plan (Part Two) policies EP 3 and EP 5, to a single Stanlow and Thornton Science Park policy.

**7.6** The new Local Plan will update employment land allocations, and either retain, replace or identify new employment land allocations to meet borough wide needs. It will also update the use classes to reflect new Class E(g) Commercial Business and Service class. These will replace Local Plan (Part Two) policy EP 2.A-H at later stages of preparation of the new Local Plan.

**7.7** Alongside locations for new large scale industrial/ warehousing development (linked to the plan strategy), other smaller local employment areas will remain important to the overall mix of land and premises, to provide for a wide range of sizes and types of business. The CF Fertilisers plant announced closure in 2022 and is a large scale redundant previously developed site and regeneration/redevelopment opportunity.

**7.8** In line with the Council's Climate Emergency Response Plan, the policy approach will support the low carbon energy transition and decarbonisation of heavy industry.

**7.9** The approach towards the historic canal port and National Waterways Museum is set out in sections 18 'Visitor economy' and 26 'Historic environment'.



## 7 Ellesmere Port

### EP 1

#### Ellesmere Port

Development in Ellesmere Port has the potential to deliver substantial economic growth, through continued and new investment in the Origin area, the reuse/redevelopment of vacant or redundant sites and the regeneration of the town centre. Further housing will be delivered to complement the settlement's role as a key employment location and support the vitality of the town centre.

The new Local Plan will set out the level and location of new development and regeneration, economic growth, industrial decarbonisation and new housing will be priorities.

#### Key allocations/ policies

Locations will be identified to deliver strategic development needs for new housing and employment development, linked to section 5 'Spatial strategy' of the Plan.

**Ellesmere Port Origin** is a strategic employment cluster with four distinct zones;

- Western Advanced Manufacturing Zone; Automotive and related industries, logistics and distribution (covering current Hooton Park Local Plan (Part Two) policy EP 4 and adjacent areas)
- Central industrial area; industrial and warehousing development (M53 corridor, includes New Bridge Road and Stanlow West in current Local Plan (Part One) policy ECON 1)
- Stanlow and Thornton; important for petrochemical and related industries, low carbon technology, research and development (Stanlow operational areas and Thornton Science Park, current Local Plan (Part Two) policies EP 4 and EP 5)
- Eastern Growth Zone; glass manufacturing, environmental and low-carbon technology, energy and waste resource recovery (Encirc, Protos current Local Plan (Part Two) policy EP 6, and former CF Fertilisers site excluding Green Belt and countryside locations)

**Ureco and Capenhurst Technology Park**: located in the Green Belt, close to the Ellesmere Port settlement boundary. The chosen spatial strategy will determine whether Green Belt boundaries will be amended, it is proposed to retain a policy for the site to allow for a continuation of current uses and for operational improvements within the site.

The approach to the use, design and location of developments in proximity to hazardous installations or pipelines is set out in section 21 'Health and wellbeing'. In exceptional cases it may be necessary to strike a balance between the need for investment and regeneration within the existing urban area and the degree of risk involved.

#### Transport and Infrastructure

Subject to TA 2 'Key local transport infrastructure priorities' the suggested policy approach will identify the key transport priorities for Ellesmere Port, which may include:

- Maximising opportunities for freight transport on the rail network or via the Manchester Ship Canal
- Encouraging new links to rail and waterway networks

- Supporting improved transport links (including pedestrian and cycle) between the town centre, the Waterfront, Stanlow and Rossfield Park

Appropriate provision should be made for access and parking in line with a review of parking standards and parking zones as set out in TA 1 'Transport and accessibility', where there is a concentration of services, increased sustainable transport options and lower levels of car ownership.

All developments will be required to support physical and landscape improvements to the gateways, corridors and green spaces within Ellesmere Port including along the M53/Shropshire Union Canal Corridor.

### Question EP 1

Do you agree with the suggested policy approach towards Ellesmere Port, as set out in EP 1 'Ellesmere Port' above? If not please suggest how it could be amended?

### Question EP 2

Do you have any comments on the use of previously developed land within Ellesmere Port?

## EP 2

### Origin - Stanlow and Thornton Science Park

Land at Stanlow (to be identified on the policies map) will be safeguarded for nationally significant petrochemical and related industries.

New developments are encouraged to support the low carbon energy transition, and where appropriate include measures to decarbonise heavy industrial processes (see section 28 'Energy' and approach to low carbon fuel). The redevelopment of any surplus vacant, under-used or derelict land for employment or related sui generis uses will be supported.

All development proposals must include public safety and security measures and will be required to meet health and safety advice.

Proposals involving freight movements, warehousing and logistics should maximise opportunities to transport products by non-road modes of transport including the Manchester Ship Canal and rail network.

Development must minimise and mitigate any impacts on the local environment, health, residential amenity, potential for pollution, noise generation, visual impact and flood risk.

Thornton Science Park is located within Stanlow and identified for research and development. The central landscape area is important for the character and quality of the science park and should be retained and enhanced with any development proposals.

## 7 Ellesmere Port

### Question EP 3

Do you agree with the suggested policy approach towards Origin - Stanlow and Thornton Science Park, as set out in EP 2 'Origin - Stanlow and Thornton Science Park' above? If not please suggest how it could be amended?

### Question EP 4

Do you have any comments on the use of previously developed land within Origin - Stanlow and Thornton Science Park?

### EP 3

#### Origin - Protos

Land at Protos (to be identified on the policies map) will be safeguarded for the following;

- Multi-modal development in connection with resource recovery and waste, reducing carbon emissions and sustainable energy generation. See sections 29 'Managing waste' and 28 'Energy'.;
- Existing and planned port and rail infrastructure, to maximise opportunities for freight movements on the Manchester Ship Canal or rail network and safeguard minerals infrastructure

The current policies map will be reviewed and where necessary updated in line with extant consented developments at Protos.

The policy approach will seek to ensure development is comprehensively planned and takes account of other operational, planned or consented development in Origin and the surrounding area.

The ecological mitigation areas and landscaping that form part of the consented resource recovery park are retained. See section 25 'Green infrastructure, biodiversity and geodiversity'

Development should make provision for public access (including public transport), having regard to operational needs of businesses and public safety.

Development must minimise and mitigate any local impacts on the local environment, health, residential amenity, potential for pollution, noise generation, visual impact and flood risk.

### Question EP 5

Do you agree with the suggested policy approach towards Origin - Protos, as set out in EP 3 'Origin - Protos' above? If not please suggest how it could be amended?

**Question EP 6**

Do you agree with safeguarding Origin - Protos for resource recovery and waste, reducing carbon emissions and sustainable energy generation?

**Question EP 7**

Do you agree with safeguarding the level of consented waste capacity on specific plots at Origin - Protos (see also section 29 'Managing waste')?

**Question EP 8**

Do you have any comments on the use of previously developed land within Origin - Protos?



## 8 Northwich

### 8 Northwich

#### National policy

**8.1** Local Plans should promote sustainable patterns of development including making effective use of land in urban areas (NPPF, paragraph 11) and align growth and infrastructure.

**8.2** Planning policies should set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth (NPPF, paragraph 86a) and should support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation (NPPF, paragraph 90).

**8.3** The Government attaches great importance to the Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence (NPPF, paragraph 142).

#### Evidence base

- [Economic Needs Assessment \(2025\)](#)
- Retail Study (in preparation)
- [Mid Cheshire Plan \(draft May 2025\)](#)
- [Employment Areas Survey \(2024\)](#)
- [Places Background Paper \(2024\)](#)
- [Land Availability Assessment \(Stage One\)](#) (Stage Two in preparation)
- [Enterprise Cheshire and Warrington Local Industrial Strategy](#)
- [Cheshire West and Chester Inclusive Economy Strategy](#)
- [Northwich Town Centre Development Framework \(2023\)](#)
- [Northwich Neighbourhood Plan](#)
- Gadbrook Park Development Brief (in preparation)
- [Cheshire Historic Environment Record \(HER\)](#)
- [Cheshire Historic Towns Survey](#)
- [Northwich Transport Strategy](#)
- [Revised Parking Standards SPD](#)

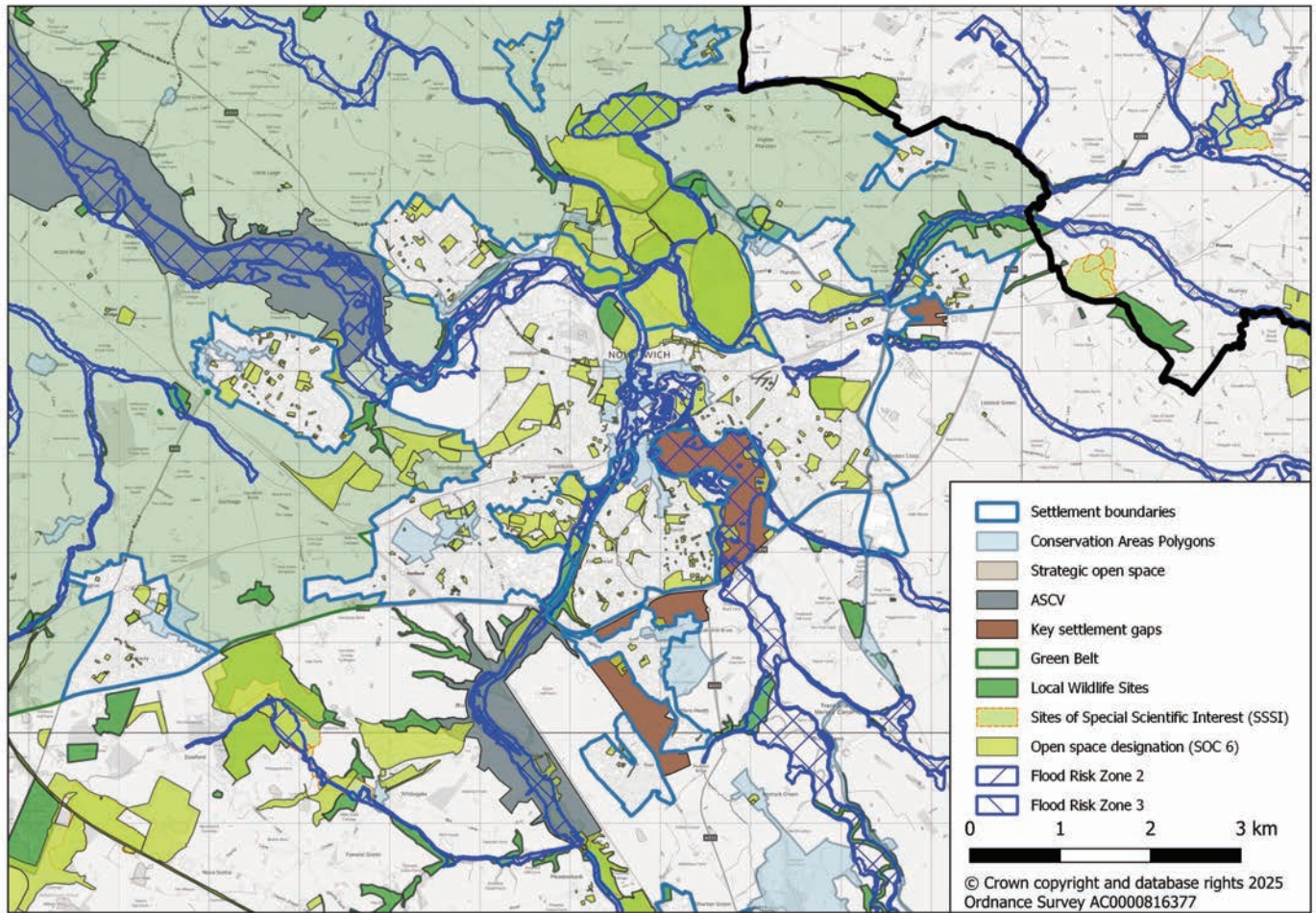
#### Suggested policy approach

- The town of Northwich and adjoining settlements combine to form the third largest urban area in the borough. The Places Background Paper provides a profile of Northwich.
- Northwich is bound by Green Belt to the north, which currently restricts further greenfield expansion on the northern edge of the settlement. Current Local Plan policy encourages regeneration utilising the significant potential to re-use previously developed land. Other constraints include the Hynet route, hazardous installations, hazard zones and pipelines and flooding (fluvial and surface water, particularly in the town centre).
- Key Settlement Gaps have been identified around Northwich in the Local Plan (Part Two). These were identified as areas outside of the Green Belt that served to protect and maintain the settlements' character.
- Northwich is a strategic focus for new development and for regeneration utilising the significant potential to re-use previously developed land.

- Northwich Town Centre has seen significant investment as part of the Northwich Vision. Supporting the delivery of the objectives and projects set within the Northwich Town Centre Development Framework will be key to the town's future regeneration.
- Key regeneration areas, identified through the Local Plan (Part Two) include Winnington Works (TATA), Wincham and Weaver Square
- The Employment Areas Survey (2024) shows that Northwich has a lack of employment areas within the 20-40ha and >60ha size brackets. However, there is an undeveloped employment land allocation to the south-west of Gadbrook Park. Gadbrook Park is 56ha and in a strategic location on the edge of Northwich. The business park includes an undeveloped employment land allocation, and there is currently a relatively high proportion of vacant premises.
- The Northwich Transport Strategy identifies a series of key issues for transport in the town centre, the wider urban area and for longer distance journeys. These key issues include amongst others:
  - Local traffic congestion pinch points including the Winnington/Barnton Swing Bridge, Winnington Hill, the Hartford corridor, the A556/A530 junction and access to Gadbrook Park;
  - Improving evening bus services and providing better bus links between the town and the railway station;
  - Improving town centre car parks and providing more spaces at the railway station;
  - More dedicated walking and cycling routes from residential areas to the town centre;
  - Traffic congestion along the A556 approaching the M6 junction 19.
- The Parking Standards SPD (February 2022) sets more rigorous parking standards for areas of high demand and public transport accessibility. The standard is applied to Northwich as a key town centre where there is a concentration of services, an increased number of travel options and lower levels of car ownership.

## 8 Northwich

Map 8.1 Northwich settlement area and key constraints



### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 5 Northwich</a>	<p>Identifies Northwich as a key focus for development in the east of the borough and makes provision for 4,300 new dwellings and 30ha of additional land for business and industrial development.</p> <p>Key sites include: major housing led mixed-use development schemes at Winnington and Wincham Urban Villages; and retail led regeneration of Northwich town centre and riverside - including Barons Quay.</p>

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part Two)</a>	<a href="#">N 1 Northwich settlement area</a>	Defines the settlement boundary of Northwich and sets out the principles for development within it. The settlement area includes the settlements of Anderton, Barnton, Davenham, Hartford, Lostock Gralam, Lower Marston, Lower Wincham, Rudheath and Weaverham.
Local Plan (Part Two)	<a href="#">N2 Northwich regeneration areas</a>	Sets out what development within the key regeneration areas must deliver. . Site specific criteria included in policies N 2.A-C, Weaver Square, Winnington Works (TATA), and Wincham.
Local Plan (Part Two)	<a href="#">N 3 Meeting the outstanding housing requirement in Northwich</a>	Lists the housing allocations for Northwich and the criteria the development of each should have regard to, including additional criteria for land at Winnington Avenue (N 3.A) and Hargreaves Road (N 3.C).
Local Plan (Part Two)	<a href="#">N 4 Employment land provision in Northwich</a>	Lists the employment allocations for Northwich and the criteria the development of each should have regard to.
Local Plan (Part Two)	<a href="#">N 5 Gadbrook Park</a>	Sets out additional criteria for development proposals on land at Gadbrook Park.
Local Plan (Part Two)	<a href="#">N 6 Northwich conservation area</a>	Sets out criteria for development proposals within the Northwich conservation area.
Local Plan (Part Two)	<a href="#">T 1 Local road network improvement schemes</a>	Identifies interventions to the north of Northwich including the Winnington Swing Bridge as a priority local road network scheme.

### Suggested policy approach

**8.4** The suggested policy approach broadly reflects the objectives and projects identified in the Northwich Town Centre Development Framework and Northwich Transport Strategy.



## 8 Northwich

**8.5** The approach to level of development will depend on the chosen spatial strategy option but will seek to maximise housing and other development on previously developed land. Options and broad locations for potential growth are set out in SS 5 'Spatial strategy options'. The policy will identify key locations for new housing and employment development in Northwich, in line with the chosen option. This may mean areas outside of existing settlements are explored for large scale industrial use, or new residential development, which may also mean developing on Green Belt land.

**8.6** The suggested approach is to combine Local Plan (Part One) policy STRAT 5 with Local Plan (Part 2) policy N 1 as the overarching and locally distinct policy for Northwich but update as needed to reflect allocations that have been completed and/or require a new approach.

**8.7** The regeneration areas currently identified under Local Plan (Part Two) policy N 2 will be updated to reflect the objectives and projects within the Northwich Town Centre Development Framework and continue to include policies for Weaver Square (Local Plan (Part Two) policy N 2.A), Winnington Works (TATA) (Local Plan (Part Two) policy N 2.B), and Wincham (Local Plan (Part Two) policy N 2.C).

**8.8** Local Plan (Part Two) policy N 3 for meeting the outstanding housing requirement, and Local Plan (Part Two) policy N 4 for employment land provision in Northwich, will be updated to reflect allocations that have been completed and/or require a new approach.

**8.9** Local Plan (Part Two) policy N 5 for Gadbrook Park will be replaced by a new policy (the site is currently outside the settlement boundary for Northwich), and it is proposed to include this area within an updated settlement boundary in the new Local Plan and retain the safeguarded employment allocation.

**8.10** It is proposed to retain the Local Plan (Part Two) policy N 6 Northwich Conservation Area as this is a locally distinct policy that seeks to protect the special character of the town centre and outskirts of Northwich.

**8.11** Current Local Plan (Part One) policy STRAT 10 Transport and Accessibility, and Local Plan (Part Two) policies T 1 Local Road network improvement schemes (interventions to the north of Northwich including the Winnington corridor and Swing Bridge) and T 3 Railway Stations have policies and proposals that impact Northwich. Future policies in the Northwich section or transport section will need to reflect updated proposals for transport (Northwich Transport Strategy).

**8.12** The Parking Standards SPD (Feb 2022) sets a standard for Northwich as a key town centre where there is a concentration of services, an increased number of travel options and lower levels of car ownership.

**8.13** It is proposed to retain the key settlement gaps identified around Northwich under current Local Plan (Part Two) policy GBC 3 in section 24 'Landscape'.

## NO 1

### Northwich

The suggested approach will reflect the objectives and projects identified in the Northwich Town Centre Development Framework and Northwich Transport Strategy recognising the town's potential to reuse/redevelop vacant or redundant sites and the regeneration of the town centre.

The intention is to retain the overall policy content of current Local Plan (Part One) policy STRAT 5 and Local Plan (Part Two) policy N1 relating to development in Northwich and safeguarding the character and individuality of the settlements that form the wider built-up area of Northwich.

The new Local Plan will set out the level and location of new development within Northwich and the surrounding settlements which make up the Northwich urban area.

The key settlement gaps identified under Local Plan (Part Two) policy GBC 3 will be retained to avoid coalescence and the identity function of the gap, see also section 24 'Landscape'.

Key sites and land allocations will be identified to deliver strategic development needs for new housing and employment development (linked to section 5 'Spatial strategy' and the chosen spatial strategy of the new Local Plan). Local Plan (Part Two) policies N 3 and N 4 will be retained accordingly and updated as needed to reflect allocations that have been completed and/ or require a new approach.

Local Plan (Part Two) policy N 2 for the Northwich regeneration areas (Weaver Square (Local Plan (Part Two) policy N 2.A), Winnington Works (TATA) (Local Plan (Part Two) policy N 2.B), and Wincham (Local Plan (Part Two) policy N 2.C), are all proposed to be retained. The boundaries will be reviewed and amended where necessary.

The content of Local Plan (Part Two) policy N 6 which protects the unique heritage assets and character of Northwich conservation area, town centre and its outskirts, would be retained.

### Key allocations/policies

- Wincham Urban Village
- Northwich Town Centre e.g. Weaver Square, Northwich Market, Barons Quay
- Winnington Works (TATA)
- Gadbrook Park

Other sites to be identified will depend on the chosen spatial strategy.

### Transport and infrastructure

Subject to TA 2 'Key local transport infrastructure priorities' the suggested policy approach will identify the key transport priorities for Northwich, which may include:

- Winnington/Barnton Swing Bridge corridor
- Improving evening bus services and providing better bus links between the town and the railway station
- Providing more dedicated walking and cycling routes from residential areas to the town centre;

## 8 Northwich

Appropriate provision should be made for access and parking in line with a review of parking standards and parking zones as set out in TA 1 'Transport and accessibility', where there is a concentration of services, increased sustainable transport options and lower levels of car ownership.

### Question NO 1

Do you agree with the suggested policy approach towards Northwich, as set out in NO 1 'Northwich' above? If not please suggest how it could be amended?

### Question NO 2

Do you have any comments on the suggested key allocations/sites?

### Question NO 3

Do you have any views on how the aspirations of the Northwich Town Centre Development Framework should be reflected through the new Local Plan?

### Question NO 4

Are there any infrastructure requirements required to support the suggested policy approach set out above?

### Question NO 5

Should the settlements that make up the wider Northwich urban area be retained?

### Question NO 6

Should the policy approach to protecting the local historic character of the town centre and the surrounding area, remain unchanged?

## NO 2

### Gadbrook Park

Gadbrook Park and the surrounding area, to be identified on the policies map, will be safeguarded and retained for employment use falling within use classes E(g), B2 and B8.

All development proposals within this area must be comprehensively planned and meet the criteria in section 16 'Economic growth, employment and enterprise' regarding new employment development.

Proposals for the refurbishment of vacant office premises for continued economic use would be supported.

Proposals for the change of use of vacant office floorspace to an alternative use, would be assessed against section 16 'Economic growth, employment and enterprise'.

The policy approach could consider if flexible employment uses that support jobs, such as educational or health related use, may be acceptable where there is evidence of long-term vacancy and where this would maintain the vibrancy of the business park. Additional safety/ security measures should be provided where appropriate.

New residential development within the policy area would not be permitted. The Council may also take forward Article 4 Directions to remove permitted development rights for residential or other use in the future.

### Land to the south-west of Gadbrook Park

Land to the south-west of Gadbrook Park is identified for large-scale logistics, warehousing and distribution (as currently allocated under existing Local Plan (Part Two) policy N 4.F). Development should be brought forward in line with an agreed development brief that addresses the following, and meets other relevant policies of the new Local Plan:

1. Access, highways and transport infrastructure,
2. Access by walking, cycling and public transport, incorporating active travel measures with the surrounding area
3. Improvements and enhancements to the rail network and safeguards sufficient land for a railway station
4. Landscape and visual impacts
5. High quality design, being of a suitable scale, density, form, massing, height and materials with regard to surrounding landscape character and topography
6. Integrate and enhance ecological networks, green infrastructure and provide biodiversity net gain
7. Minimise and mitigate flood risk

### Gadbrook Park Railway Station

The re-opening of the Sandbach to Northwich line to passenger traffic has previously been identified as a potential scheme to improve connectivity between Cheshire West and the surrounding area.



## 8 Northwich

The reinstatement of this service and the potential for a station at Gadbrook Park is to be recognised in the new Local Plan, through the safeguarding of land for a fully accessible new railway station within the area defined on the policies map, subject to further detailed assessment.

The layout and design of development proposals should allow for provision for public transport services throughout the site.

### Question NO 7

Do you agree with the suggested policy approach towards Gadbrook Park, as set out in NO 2 'Gadbrook Park' above? If not please suggest how it could be amended?

### Question NO 8

Should there be a more flexible approach to uses supported within Gadbrook Park?

## 9 Winsford

### National policy

**9.1** Local Plans should promote sustainable patterns of development including making effective use of land in urban areas (NPPF, paragraph 11) and align growth and infrastructure.

**9.2** Planning policies should set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth (NPPF, paragraph 86a) and should support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation (NPPF, paragraph 90).

### Evidence base

- [Economic Needs Assessment \(2025\)](#)
- Retail Study (in preparation)
- [Employment Areas Survey \(2024\)](#)
- [Mid Cheshire Plan \(draft 2025\)](#)
- [Places Background Paper \(2024\)](#)
- [Land Availability Assessment \(Stage One\)](#) (Stage Two in preparation)
- [Enterprise Cheshire and Warrington Local Industrial Strategy](#)
- [Inclusive Economy Strategy](#)
- [Winsford Neighbourhood Plan \(2014\)](#)
- [Winsford Development Framework \(2016\)](#)
- [Winsford Station Quarter Development Brief \(2016\)](#)
- [Revised Parking Standards SPD](#)

### Key issues

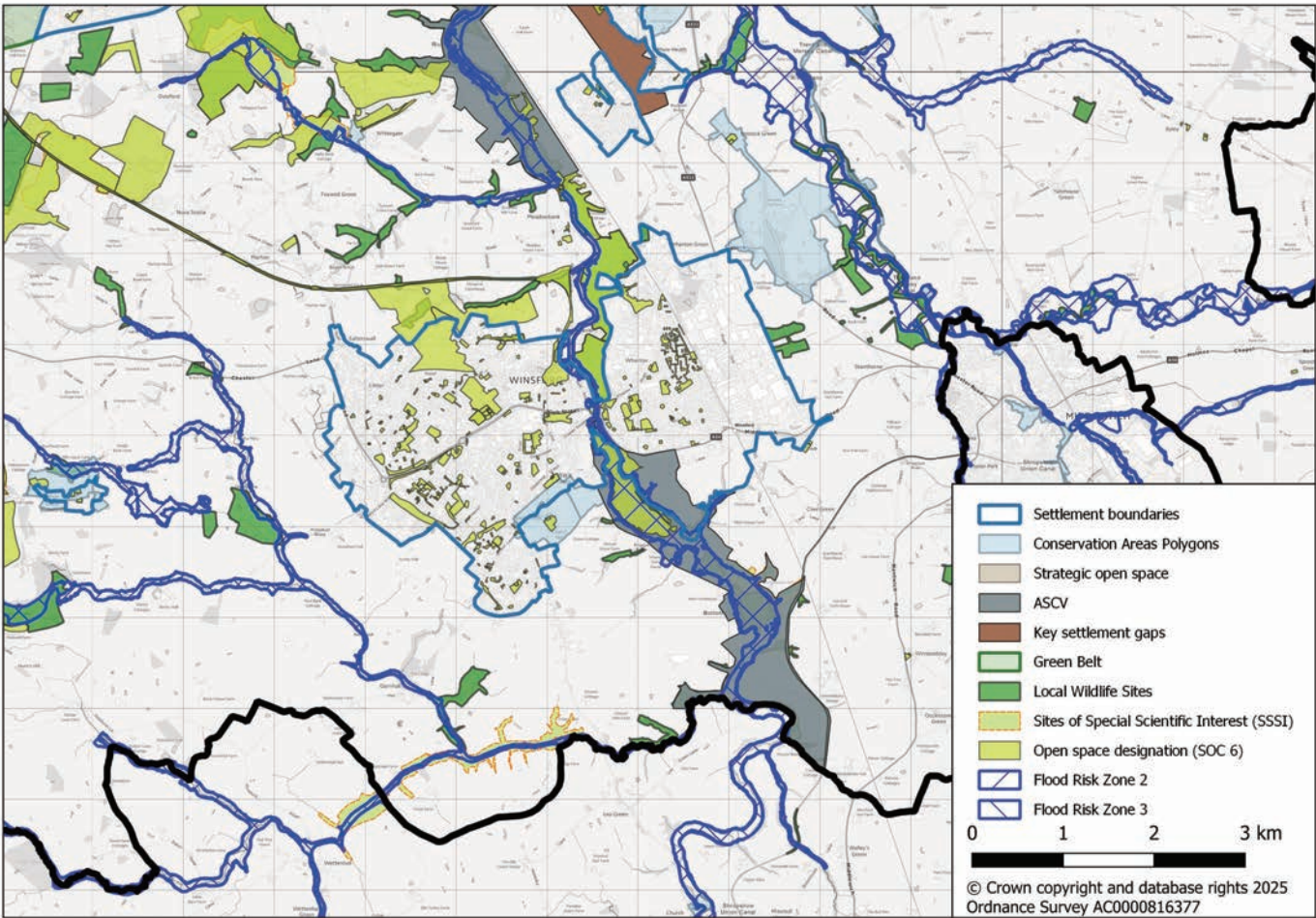
- Winsford is one of the borough's four main urban areas. Regeneration of the town centre and improvements to open space are key priorities. The Places Background Paper provides a socio-economic profile of Winsford.
- The Winsford Neighbourhood Plan identifies the land allocations to deliver the current Local Plan's housing requirement in this spatial area. Some of the larger housing allocations are now complete or under construction.
- Station Quarter - The Local Plan (Part One) and the Neighbourhood Plan both allocate land at Winsford Station Quarter for development of around 1,000 dwellings. The Winsford Station Quarter Development Brief was endorsed by the Council in March 2016 and establishes principles for the development of this area. The aim is to ensure that a comprehensive approach to development of this area is achieved, maximising the community benefits identified in the neighbourhood plan.
- The Employment Areas Survey (2024) shows that the 3rd largest employment area in the borough is located in Winsford. Winsford Industrial Estate (Road One-Five) is approximately 118 hectares and new development has taken place to the north of Road One which includes a service station, food outlets and additional employment space.
- Winsford lacks provision of dedicated office parks – the employment areas identified provide for a mix of employment types, mainly general industrial and warehousing/distribution uses with ancillary offices.
- Winsford has a relatively low amount of vacant land within the established employment areas. However, the employment area boundaries for Winsford do not include the undeveloped local plan

9 Winsford

and neighbourhood plan employment land allocations at Winsford Industrial Estate which would provide additional capacity.

- Winsford is unconstrained by Green Belt, however flood risk (including areas of high chance of surface water flooding), former salt mine workings are identified constraints.
- Current regeneration projects include Winsford Town Centre, Winsford Gateway, Winsford Waterfront, Knights Grange, enhancing the old High Street and provision of leisure routes around Bottom Flash.
- Improvements to transport links to the station/town centre and the wider public transport network and retain more rigorous parking standards for the Winsford parking zone in line with the Parking Standards SPD.

Map 9.1 Winsford settlement area and key constraints



Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 6 Winsford</a>	Supports regeneration of the town and makes provision for 3,500 new dwellings and 35ha of additional land for business and industrial development.

Local Plan	Policy reference	Policy summary
		Key proposals include: the Station Quarter Urban Extension; re-modelling of the town centre to provide enhanced local shopping and leisure facilities; significant improvements to playing pitches, green space and leisure facilities.
<a href="#">Local Plan (Part Two)</a>	<a href="#">W 1 Winsford settlement area</a>	Defines the settlement boundary of Winsford and sets out the principles for development within it.
Local Plan (Part Two)	<a href="#">W 2 Employment land provision in Winsford</a>	Lists the employment allocations for Winsford and the criteria the development of each should have regard to.
Local Plan (Part Two)	<a href="#">T 1 Local road network improvement schemes</a>	Identifies improvements to the link between Winsford/Middlewich and the M6 Junction 18 as a priority local road network scheme.

### Suggested policy approach

**9.3** The suggested policy approach is to combine Local Plan (Part One) policy STRAT 6 with Local Plan (Part Two) policies W 1 and W 2, as the overarching and locally distinct policy for Winsford but update as needed to reflect allocations (some formerly in the Winsford Neighbourhood Plan) that have been completed and/or require a new approach.

**9.4** The approach to level of development will depend on spatial strategy option chosen but will seek to maximise housing and other development on previously developed land. Higher densities may be supported in appropriate locations. Options and broad locations for potential growth are set out in SS 5 'Spatial strategy options'. The policy approach will identify key locations for new housing and employment development in Winsford, in line with the chosen option. This may mean areas outside of the existing settlement are explored for large-scale industrial use, or new residential development.

**9.5** The Station Quarter allocation (formerly allocated through the Winsford Neighbourhood Plan) will be retained and updated to reflect any updates to the Winsford Station Quarter Development Brief.

**9.6** Alongside locations for new large-scale industrial/warehousing development, linked to current Local Plan (Part One) policy STRAT 2, other smaller local employment areas remain important to the overall mix of land and premises, to provide for a wide range of sizes and types of business.



## 9 Winsford

**9.7** Current Local Plan (Part One) policies STRAT 10 and Local Plan (Part Two) policies T1 Local road network improvement schemes (A54-M6 corridor) and T3 Railway Stations have policies and proposals that impact Winsford. Future policies in the Winsford section and/or transport section will need to reflect updated proposals for transport (Winsford Transport Strategy/Neighbourhood Plan).

**9.8** The Parking Standards SPD (February 2022) sets more rigorous parking standards for areas of high demand and public transport accessibility. The standard is applied to Winsford as a key town centre where there is a concentration of services, an increased number of travel options and lower levels of car ownership.

## WI 1

### Winsford

The suggested policy approach is to reflect the objectives and projects identified in the Winsford Neighbourhood Plan and Winsford Development Framework recognising the town's potential to reuse/redevelop vacant or redundant sites, with a focus on regeneration of the town centre and old High Street, promoting opportunities for town centre living, improvements to open space, the waterfront and leisure routes and improving accessibility to the railway station.

The new Local Plan will set out the level and location of new development.

The overall content of Local Plan (Part One) policy STRAT 6 and Local Plan (Part Two) policy W 1, relating to development in Winsford, will be retained along with the Station Quarter allocation (allocated through the Winsford Neighbourhood Plan), promoting good design and accessibility, which is also proposed to be retained.

Key sites and land allocations will be identified to deliver strategic development needs for new housing and employment development (linked to 5 'Spatial strategy' of the new Local Plan). Local Plan (Part Two) policies W 1 and W 2 will be retained accordingly and updated as needed to reflect allocations that have been completed and/ or require a new approach, and either retain, replace or identify new employment land allocations to meet borough wide needs.

### Woodford Park

Woodford Park is an established employment area and will be safeguarded to meet a range of sizes and types of small-medium business needs. Additional growth areas will be explored around north and west of Woodford Park for a mix of uses.

### Key allocations/ policies

- Station Quarter
- Town centre regeneration
- Old High Street
- Winsford Industrial Estate
- Winsford Gateway
- Winsford Waterfront
- Woodford Park
- Improvements to open/green space/leisure routes with enhanced access to The Flashes and River Weaver
- Improved accessibility to the railway station

Other sites to be identified will depend on the chosen spatial strategy.

### Transport and infrastructure

Subject to TA 2 'Key local transport infrastructure priorities' the suggested policy approach will identify the key transport priorities for Winsford, which may include:

- Improving journey times between Winsford/Middlewich and link to M6

## 9 Winsford

- Safeguarding land between A54 Winsford Railway Station to Stanthorne in Winsford for road/junction improvements
- Improvements around Winsford rail station

Appropriate provision should be made for access and parking in line with a review of parking standards and parking zones as set out in TA 1 'Transport and accessibility', where there is a concentration of services, increased sustainable transport options and lower levels of car ownership.

### Question WI 1

Do you agree with the suggested policy approach towards Winsford, as set out in WI 1 'Winsford' above? If not please suggest how it could be amended?

### Question WI 2

Do you have any comments on the suggested allocations/sites?

### Question WI 3

Do you have any views on how the aspirations of the Winsford Development Framework should be reflected through the new Local Plan?

### Question WI 4

Are there any infrastructure requirements required to support the suggested policy approach?

## WI 2

### **Winsford Industrial Estate**

Winsford Industrial Estate is a strategic employment location for a range of sizes and types of business falling in use classes E(g), B2 and B8. The refurbishment of premises for continued employment use will be supported. Land within Winsford Industrial Estate will be retained to meet the needs for small, medium and larger enterprises, and expansions needs for specific employers.

Additional growth areas will be explored around the east and north of Winsford Industrial Estate to meet large scale industrial, warehouse and distribution needs. These areas would be protected from alternative forms of development.

Development proposals for B2/B8 uses should incorporate sufficient space for lorry parking for their anticipated use. The design and location of parking and servicing should minimise visual impact on the street scene.

Development must mark the 'gateway' into Winsford through appropriately high quality development.

### **Question WI 5**

Do you agree with the suggested policy approach towards Winsford Industrial Estate, as set out in WI 2 'Winsford Industrial Estate' above? If not please suggest how it could be amended?



## 10 Frodsham

### 10 Frodsham

#### National policy

**10.1** Plans should promote sustainable patterns of development including making effective use of land in urban areas (NPPF, paragraph 11) and align growth and infrastructure.

**10.2** Planning Policies should set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth (NPPF, paragraph 86a) and should support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation (NPPF, paragraph 90).

**10.3** The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence (NPPF, paragraph 142).

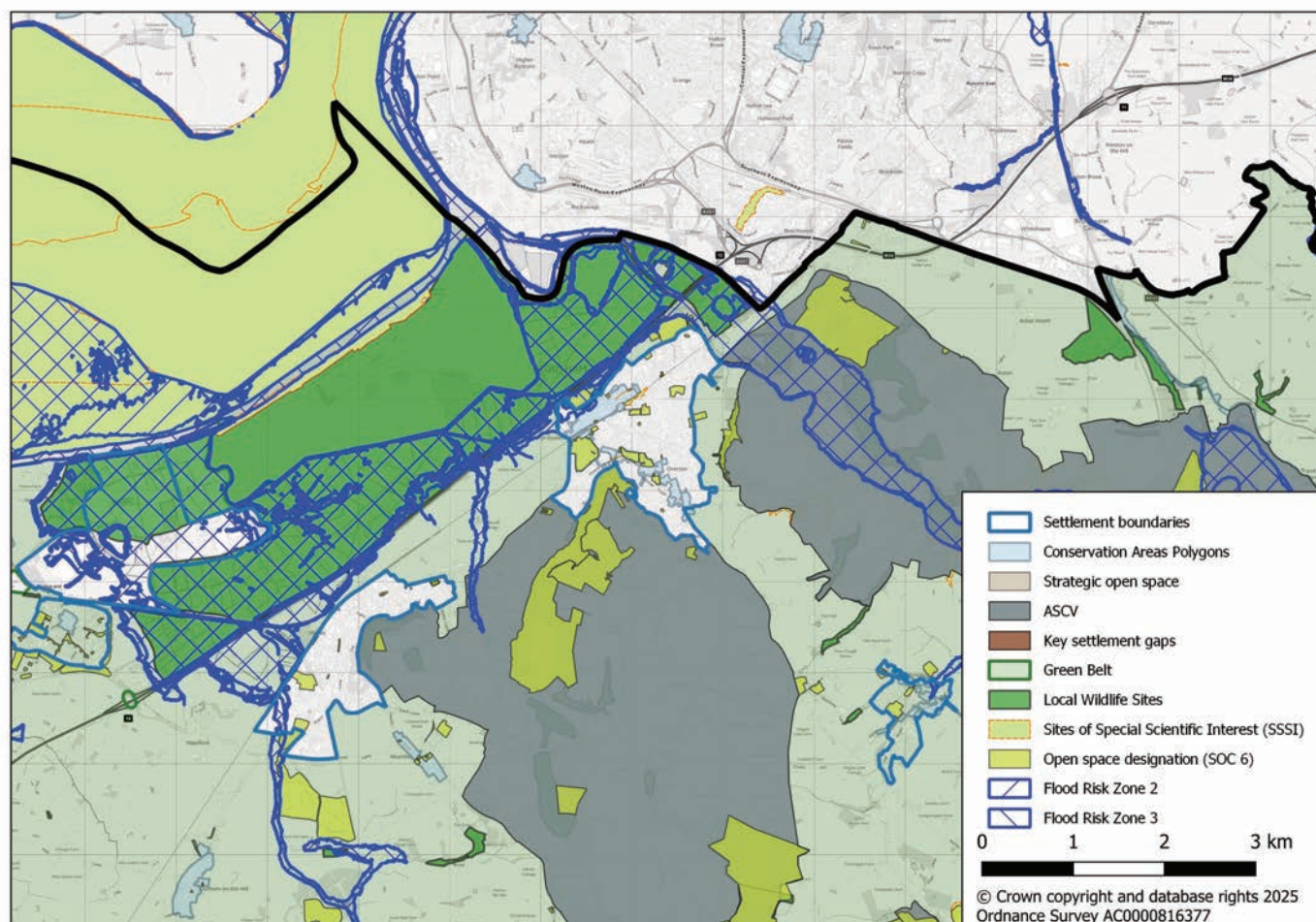
#### Evidence base

- [Places Background Paper \(2024\)](#)
- [Frodsham Neighbourhood Plan](#)
- [Cheshire Historic Towns Survey](#)

#### Key issues

- Frodsham is a distinctive and attractive historic market town, with a mix of historic buildings and a successful retail centre with independent traders.
- While there are relatively low town centre vacancies there is a need to plan to be adaptable to changing shopping habits and to meet the needs of the visitor economy.
- Green spaces are highly valued and should be protected, along with recreation, leisure and community uses.
- Traffic congestion can be an issue in the town centre and on connecting roads, with a need to promote more cycling and walking in the town, and the potential improved transport links offered by the Halton Curve, and rail services to Chester, Manchester and beyond.
- Affordable housing for young people and families, including start homes and provision of housing options for a significant population of older residents.
- Designated European site and site of special scientific interest in the Mersey Estuary and Frodsham Marshes need to be protected from harm or disturbance.
- Protecting the landscape, topography, character, appearance and setting of Frodsham and Helsby Hills Area of Special County Value (ASCV) and Green Belt, particularly that separating Frodsham with neighbouring Helsby.

Map 10.1 Frodsham settlement area and key constraints



### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 2 Strategic development</a>	The spatial strategy as set out in this policy is based on a pattern of development to meet housing and employment needs in locations that maximise the use of existing infrastructure and that are accessible by public transport, focussing on the main urban settlements of: Chester, Ellesmere Port, Northwich and Winsford, and the key service centres of: Cuddington and Sandiway, Farndon, Frodsham, Helsby, Kelsall, Malpas, Neston and Parkgate, Tarporley, Tattenhall and Tarvin.

# 10 Frodsham

Local Plan	Policy reference	Policy summary
		This policy also sets out the settlement hierarchy and provides the context for defining settlement boundaries on the policies map .
Local Plan (Part One)	<a href="#">STRAT 8 Rural area</a>	Supports development in the rural area that serves local needs in the most sustainable and accessible locations, in Key and Local services Centres. The following settlements are defined Key Service Centres: Cuddington and Sandiway, Farndon, Frodsham, Helsby, Kelsall, Malpas, Neston and Parkgate, Tarporley, Tattenhall and Tarvin.

## Suggested policy approach

**10.4** Given the size of Frodsham and its role in providing local infrastructure and services for their relatively larger populations and the surrounding hinterland, our suggested approach is to provide an individual place-based policy for Frodsham that sets out the vision, core features, key issues and clear strategy for what development will take place.

**FR 1****Frodsham**

Identify Frodsham as a market town in the new Local Plan settlement hierarchy.

Set out the level and location of new development in and around the town – depending on the final potential growth option (see SS 5 'Spatial strategy options'), this may require the release of Green Belt land.

The policy approach will generally reflect the objectives and projects identified in the Frodsham Neighbourhood Plan, including:

- allocating sites FRO/0010, FRO/0038, FRO/0039, S/01, S/07, S/10 for development
- providing a mix of new homes, especially affordable housing for young people/families, starter homes, and smaller properties enable downsizing and meeting the needs of older residents
- protecting existing and promoting new employment and business opportunities, maintaining the vitality and viability of the retail centre
- ensuring new development respects the character of Frodsham in terms of design, materials and scale
- protecting the appearance, setting and character of the Frodsham and Helsby Hill ASCV
- supporting the development of Frodsham's tourism and visitor economy
- protecting and enhancing the network of accessible green and open spaces
- managing the potential impact on designated habitats sites
- facilitating easy and safe access within the town, for walking, wheeling and cycling, that is designed for the needs of an ageing population
- supporting the use of electric vehicles and providing adequate vehicle and cycle parking

**Question FR 1**

Do you agree with the suggested policy approach towards Frodsham, as set out in FR 1 'Frodsham' above? If not please suggest how it could be amended?



## 11 Neston and Parkgate

### 11 Neston and Parkgate

#### National policy

**11.1** Local Plans should promote sustainable patterns of development including making effective use of land in urban areas (NPPF, paragraph 11) and align growth and infrastructure.

**11.2** Planning policies should set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth (NPPF, paragraph 86a) and should support the role that town centres play at the heart of local communities by taking a positive approach to their growth, management and adaptation (NPPF, paragraph 90).

**11.3** The government attaches great importance to Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence (NPPF, paragraph 142).

#### Evidence base

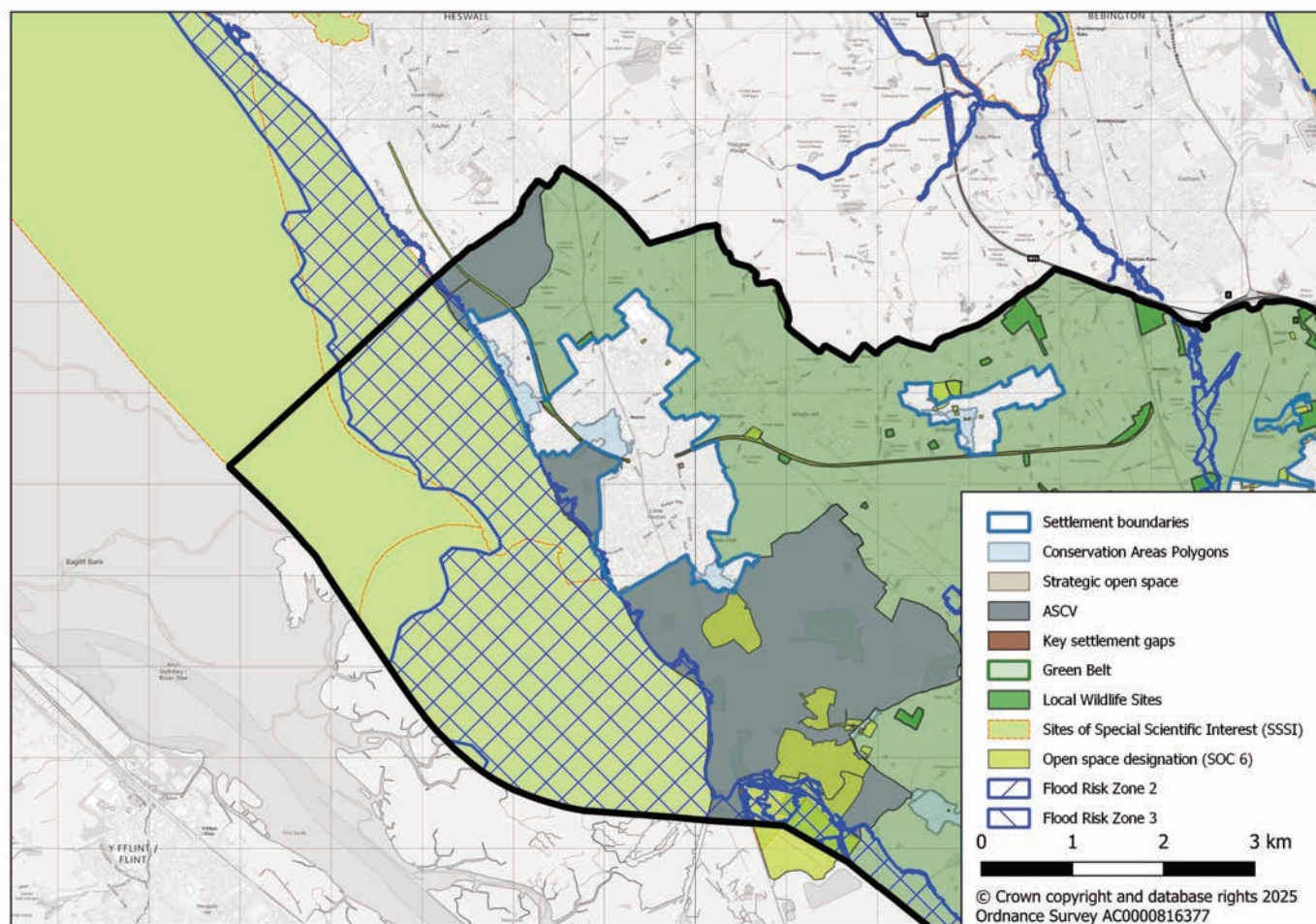
- [Places Background Paper \(2024\)](#)
- [Neston Town Council Strategy 2022-2025](#)
- [Neston Neighbourhood Plan](#)
- [Cheshire Historic Towns Survey](#)

#### Key issues

- Neston and Parkgate is a distinctive and attractive historic market town, with a mix of historic buildings sitting in high quality countryside with good access to quality green spaces.
- While there is a relatively buoyant town centre in terms of food and drink uses, there are some long term vacancies in the retail core.
- Concern over the increasing extent of non-traditional employment at Clayhill business park coupled with lack of appropriate local employment opportunities.
- Improvements to transport infrastructure as a whole are needed along with enhancements to public transport services.
- A lack of affordable market and social housing for families to move to and stay in the area. There is also a need for smaller housing both for emerging households and downsizing opportunities for older residents, and Houses in Multiple Occupation (HMOs) serving Leahurst students.
- There are a number of natural environment designations covering parts of the settlement and the immediate surrounding area, including four Local Wildlife Sites, a Site of Special Scientific Interest and three international designations which cover the Dee Estuary.
- Protecting the landscape, character, appearance and setting of Neston and Parkgate and the Dee Coastal Area, Area of Special County Value (ASCVs) and Green Belt.

## Neston and Parkgate 11

Map 11.1 Neston and Parkgate settlement area and key constraints



## Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 2 Strategic development</a>	The spatial strategy as set out in this policy is based on a pattern of development to meet housing and employment needs in locations that maximise the use of existing infrastructure and that are accessible by public transport, focussing on the main urban settlements of: Chester, Ellesmere Port, Northwich and Winsford, and the key service centres of: Cuddington and Sandiway, Farndon, Frodsham, Helsby, Kelsall, Malpas, Neston and Parkgate, Tarporley, Tattenhall and Tarvin.

## 11 Neston and Parkgate

Local Plan	Policy reference	Policy summary
		This policy also sets out the settlement hierarchy and provides the context for defining settlement boundaries on the policies map .
Local Plan (Part One)	<a href="#">STRAT 8 Rural area</a>	Supports development in the rural area that serves local needs in the most sustainable and accessible locations, in Key and Local services Centres. The following settlements are defined Key Service Centres: Cuddington and Sandiway, Farndon, Frodsham, Helsby, Kelsall, Malpas, Neston and Parkgate, Tarporley, Tattenhall and Tarvin.
<a href="#">Local Plan (Part Two)</a>	<a href="#">R 3 Employment land provision in the rural area</a>	Employment land allocations in the rural area, to meet the strategic development requirements of Local Plan (Part One) policies STRAT 2 and STRAT8. Provision in Neston will be met from sites allocated in the Neston Neighbourhood Plan at Clayhill Business Park.

### Suggested policy approach

**11.4** Given the size of Neston and Parkgate and its role in providing local infrastructure and services for their relatively larger populations and the surrounding hinterland, our suggested approach is to provide an individual place-based policy for Neston and Parkgate that sets out the vision, core features, key issues and clear strategy for what development will take place.

## Neston and Parkgate 11

**NP 1****Neston and Parkgate**

Identify Neston and Parkgate as a market town in the new Local Plan settlement hierarchy.

Set out the level and location of new development in and around the town – depending on the final potential growth option (see SS 5 'Spatial strategy options' A-C), this may require the release of Green Belt land.

The policy approach will generally reflect the objectives and projects identified in the Neston Neighbourhood Plan, including:

- providing a mix of new homes, especially affordable market and social housing for young people, students, families, starter homes, and smaller properties to enable downsizing and meeting the needs of older residents
- reviewing the neighbourhood plan policy NNE1 employment allocations for potential inclusion in the new Local Plan
- protecting and supporting the development of Clayhill Industrial Estate as a location for employment uses, and reflecting new Class E(g) Commercial Business and Service use class
- addressing long term vacancies and supporting the vitality and viability of the town centre
- protecting the appearance, setting and character of the Dee Coastal Area ASCV
- ensuring new development respects the character of Neston and Parkgate in terms of design, materials and scale
- supporting the development of Neston and Parkgate's tourism and visitor economy, recognising the key visitor attractions of Parkgate Parade, Ness Botanic Gardens, the Burton Marsh Greenway and the Wirral Way
- protecting and enhancing the network of accessible green and open spaces
- managing the potential impact on designated habitats sites
- improving transport infrastructure by creating a network of safe walking and cycling connections throughout the area
- protecting existing car parks from development and extended where possible within and adjacent to Parkgate Parade

**University of Liverpool, Leahurst Campus**

Located on the outskirts of Neston, in the Green Belt. The policy approach will define a boundary and set out policy for the development of the site for its continued use for education, research and development.

**Question NE 1**

Do you agree with the suggested policy approach towards Neston and Parkgate, as set out in NP 1 'Neston and Parkgate' above? If not please suggest how it could be amended?



## 11 Neston and Parkgate

### Question NE 2

What should be the policy approach for Leahurst, which meets Leahurst's needs and provides positive links with Neston and Parkgate?

## 12 Middlewich

### National policy

**12.1** There is a legal requirement through the 'duty to cooperate', requiring constructive engagement between Cheshire West and Chester Council and Cheshire East Council on strategic cross-boundary matters.

**12.2** The NPPF under 'maintaining effective cooperation' (NPPF, paragraphs 24-28) requires effective strategic planning across boundaries to address housing, infrastructure and other needs.

### Evidence base

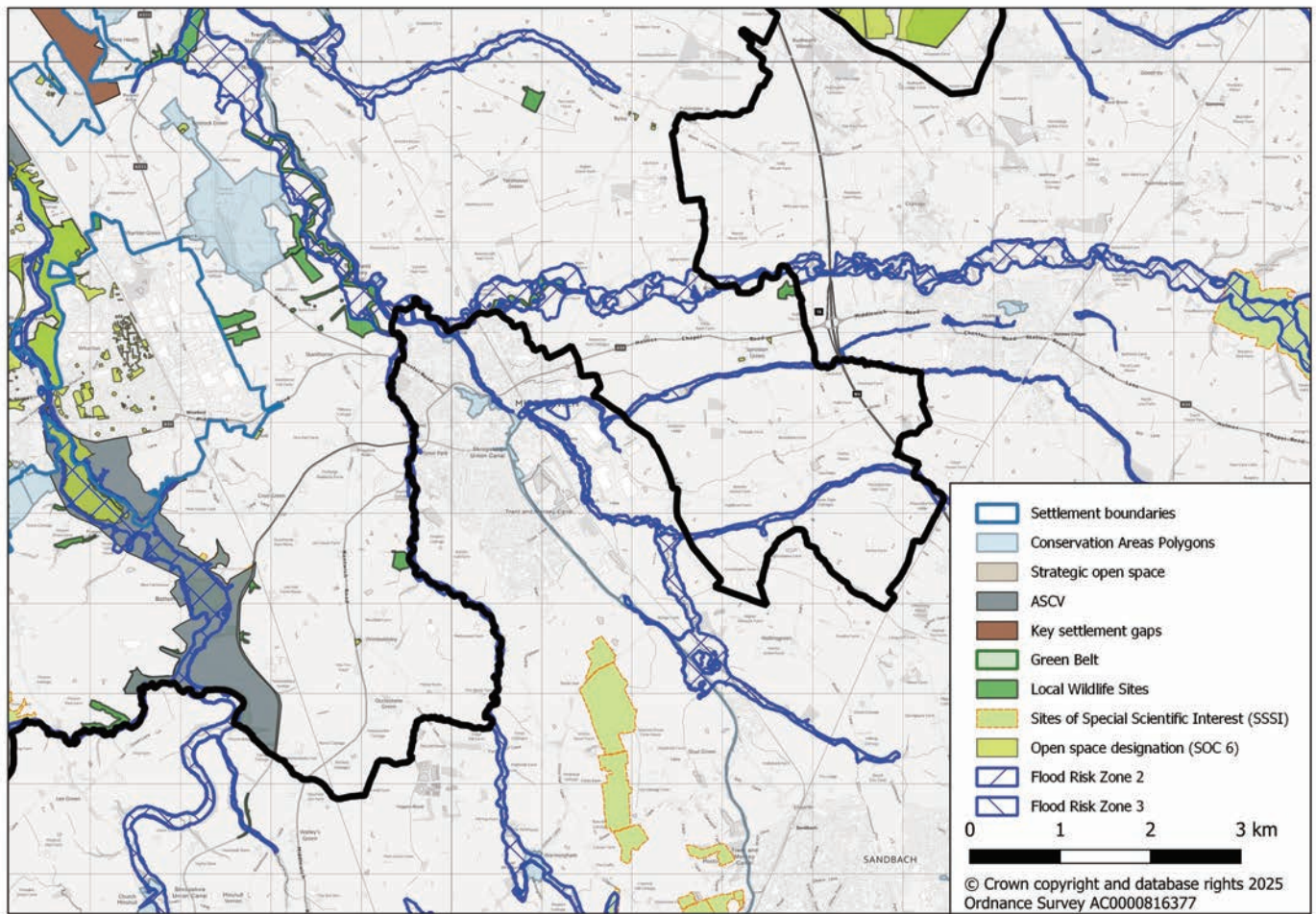
- [Cheshire East Local Plan Strategy](#)
- [Cheshire East Site Allocations and Development Policies Document](#)
- [Cheshire and Warrington devolution priority programme](#)

### Key issues

- Middlewich falls within Cheshire East but the built-up area is tightly enclosed to the east, west and north by the borough boundary with Cheshire West and Chester.
- Ensuring duty to cooperate and effective cross boundary strategic planning in advance of the Cheshire and Warrington combined authority Strategic Development Strategy being prepared.
- With different timelines for local plan preparation (the Cheshire West and Chester Local Plan is currently ahead of preparation of a new plan for Cheshire East) how can the future needs of Middlewich be met.
- Infrastructure planning in relation to completing the Middlewich eastern bypass, improvements to the link between Winsford/Middlewich and M6 (A54) and reopening of Northwich – Sandbach line for passenger services with a new station at Middlewich.
- The current Local Plan allocated a site at Kinderton Lodge for landfill and this site was granted planning permission and initial works were undertaken. However, the site did not become operational and the permission has now lapsed, potentially indicating insufficient market demand for landfill within Cheshire West and Chester (see section 29 'Managing waste')

## 12 Middlewich

Map 12.1 Middlewich area and key constraints



### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 7 Middlewich</a>	Policy states work closely Cheshire East to meet the future needs of Middlewich and if necessary, allocate land through Local Plan (Part Two). Supports improvements to A54 between M6 Junction 18 and Winsford.
<a href="#">Local Plan (Part Two)</a>	<a href="#">STRAT 10 Transport and accessibility</a>	Minimise the need to travel by locating development accessible to local services by a range of transport modes, improve public transport facilities, include adequate car and cycle parking provision, support town centres and maximise sustainable low carbon forms of transport. Safeguard current and disused

## Middlewich 12

Local Plan	Policy reference	Policy summary
		transport corridors, infrastructure and freight movement opportunities and supports the re-opening of Northwich to Sandbach line to passenger traffic including re-opening of the Middlewich Station.
Local Plan (Part Two)	<a href="#">T 1 Local road network improvement schemes</a>	Identifies improvements to the link between Winsford/ Middlewich and the M6 as a priority local road network schemes.

### Suggested policy approach

**12.3** Middlewich is identified as a key service centre in the Cheshire East local plan with a planned provision of 75 hectares of employment land and 1,950 new homes between 2010 and 2030. The plan supports the reopening of the Sandwich to Northwich rail line for passenger services and the opening of station at Middlewich.

**12.4** Land off Holmes Chapel Road Middlewich ('Cheshire Fresh') largely in Cheshire West was granted planning permission for employment and other uses. The site is adjacent to the Midpoint 18 business park in Cheshire East that is allocated for employment-led development in the adopted Cheshire East Local Plan. A train station is planned as part of "Brooks Lane" Strategic Location LPS 43 (identified within the Cheshire East Local Plan Strategy 2010-2030), is located approximately 1km to the south-west of the site.

**12.5** The Middlewich Eastern Bypass ("MEB") (a new two-way single carriageway road) will run through the southern portion of the site. The MEB will extend to 2.5 km and connect a new roundabout junction off Pochin Way in the north to a new roundabout junction to the south, connecting with the A533 Booth Lane. The MEB is proposed in the Cheshire East Local Plan Strategy and is ready to be delivered subject to final funding decisions, including funding support from the government

**12.6** Other sites have been put forward for future allocation through the land availability assessment and these are shown in the map at the end of the section. Comments on these sites are welcome.

## MI 1

### Middlewich

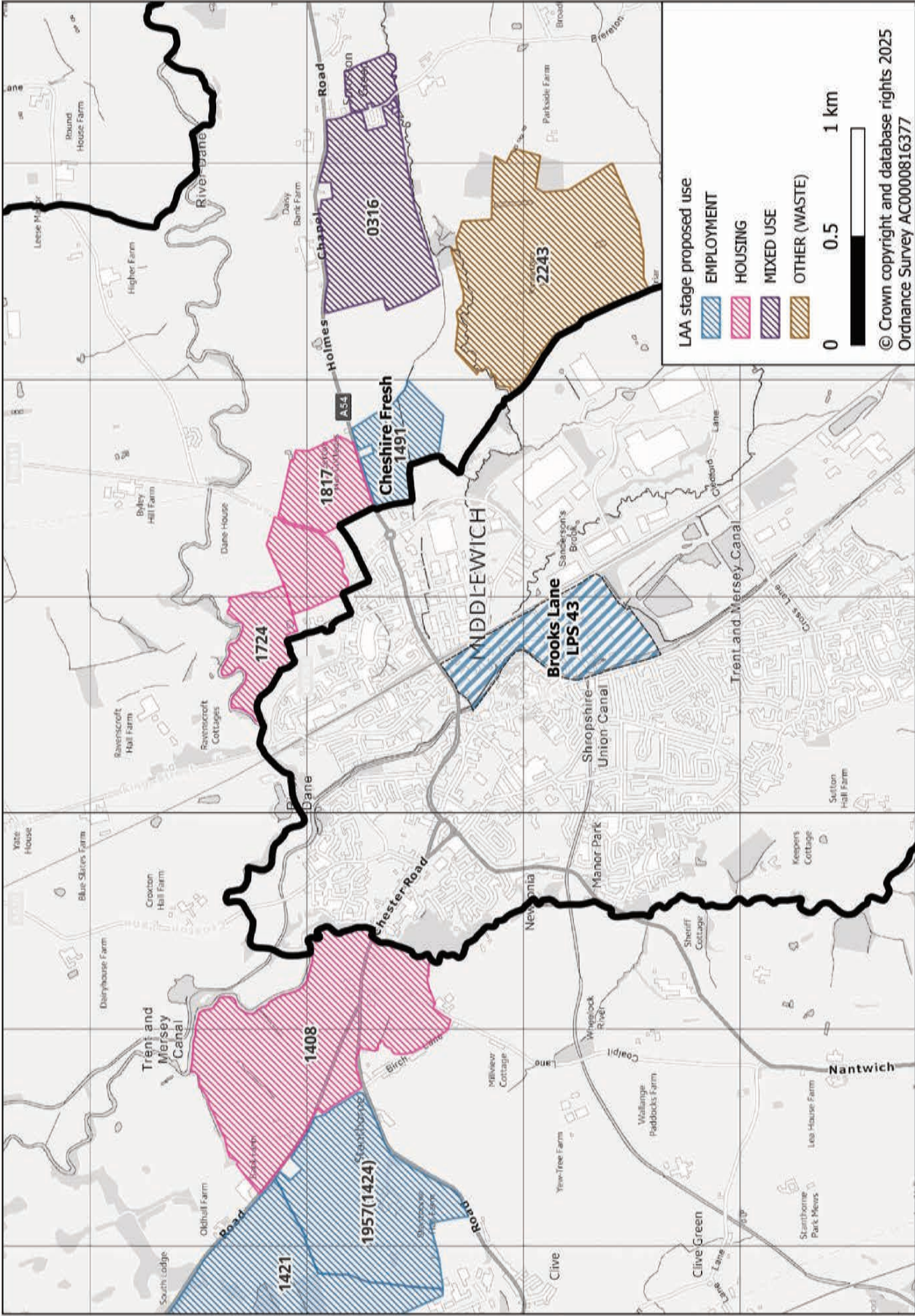
Continue close working and collaboration with Cheshire East in relation to future development needs and infrastructure.

Take a pragmatic approach to avoid delays to plan-making to enable land in Cheshire West to meet future needs in Middlewich.



12 Middlewich

Map 12.2 Land and availability assessment site submissions and Cheshire East Local Plan strategic location



**Question MI 1**

Do you agree with the suggested policy approach towards Middlewich, as set out in MI 1 'Middlewich' above? If not please suggest how it could be amended?

**Question MI 2**

What issues should be considered through the Cheshire West and Chester Local Plan to ensure the future needs of Middlewich are properly considered?

**Question MI 3**

With the Cheshire West and Chester and Cheshire East Local Plans currently on different timelines, how can any potential future needs for Middlewich be met?

**Question MI 4**

Could land be safeguarded to be released for development, if a need was established through the Cheshire East Local Plan?

**Question MI 5**

What approach should be taken to the 'Cheshire Fresh' site and do you have any comments on other land put forward for future allocation around Middlewich?

## 13 Green Belt and countryside

### 13 Green Belt and countryside

#### National policy

**13.1** Planning policies should recognise the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services. Policies should avoid the development of isolated homes in the countryside unless for essential rural workers, enabling development to secure a heritage asset; re-use of redundant or disused buildings and enhance the immediate setting; sub-division of existing dwellings or exceptional new dwellings. Rural tourism and leisure developments are supported where they respect the character of the countryside.

**13.2** National planning policy attaches great importance to Green Belts with the fundamental aim of preventing urban sprawl and keeping land permanently open. Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified through a plan. Changes to the NPPF in 2024 weakened Green Belt protection through the requirement to meet local housing need; the introduction of grey belt and relaxation of what constitutes inappropriate development.

#### Evidence base

- [Chester Green Belt Study Part One](#)
- [Chester Green Belt Study Part One \(Consultation Responses\)](#)
- [Chester Green Belt Study Part Two \(Appendix A - Maps\)](#)
- Green Belt Assessment (to be prepared)
- [Local Landscape Character Assessment - Landscape Strategy 2016](#)
- [Chester Green Belt study Part Two](#)

#### Key issues

- The policy will need to reflect the chosen spatial strategy in relation to defining the extent of countryside through the policies map and approach to Green Belt review.
- Protecting the quality of the borough's environment.
- Are other forms of development acceptable in the countryside? e.g. renewable energy, exception sites. Is rural tourism/leisure fully reflected?
- Ensuring redevelopment of previously developed land in the countryside does not lead to the loss of buildings important to rural character.
- Ensuring development in the countryside, including on the edge of settlements, does not harm rural character or urbanise the countryside.

#### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 9 Green Belt and countryside</a>	To protect the intrinsic character and beauty of the Cheshire countryside only development that requires a countryside location will be permitted. Enabled settlement boundaries to be drawn to accommodate expansion where required.

## Green Belt and countryside 13

Local Plan	Policy reference	Policy summary
		Seeks to retain the general extent of the North Cheshire Green Belt. Defers to NPPF for development in Green Belt.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 1 Development of previously developed land</a>	Expands on replacement buildings being for same use and protecting rural character.
Local Plan (Part Two)	<a href="#">GBC 1 Commercial sites in the Green Belt</a>	Commercial sites in the Green Belt.
Local Plan (Part Two)	<a href="#">DM 19 Proposals for residential development</a>	Sets out the approach to residential development in the countryside including protecting rural character.

**Suggested policy approach**

**13.3** The suggested policy approach will need to reflect the chosen spatial strategy (see SS 5 'Spatial strategy options'). Current Local Plan (Part One) policy STRAT 9 defers to national policy in relation to Green Belt and this approach could continue if not replaced by National Development Management Policies.

**13.4** The countryside of Cheshire West and Chester and the high quality of its landscape and environment is recognised as a key asset and is highly valued by the borough's residents. The quality of the environment attracts a highly skilled workforce, businesses and visitors therefore it is important to continue to protect this asset.

**13.5** Policies that designate the countryside and the Green Belt are required to enable the designations to be shown on the policies map, as the policies map is not a development plan document but illustrates geographically the application of the policies in a Local Plan.

**13.6** Local Plan (Part Two) policy GBC 1 identifies large scale commercial and employment sites located in the Green Belt. It is proposed that the sites listed are now separated out and included within the relevant Chester and Ellesmere Port sections. If required, current policy wording in Local Plan (Part Two) policy GBC 1 will be replicated into the policy for the specific site.

**13.7** There is an option to split the policy as some users of the plan have found it confusing that the current policy applies to areas that can be in both the countryside and Green Belt.



## 13 Green Belt and countryside

### GB 1

#### Green Belt and countryside

##### Countryside

The suggested approach includes the potential to add in other uses appropriate to countryside but will need to ensure the protection of the intrinsic character and beauty the borough's countryside.

In addition, it will need to ensure that the protection of rural character is picked up in any update to Local Plan (Part One) policy STRAT 9, or elsewhere, to incorporate elements of Local Plan (Part Two) policies DM 1 and DM 19 (rural character/not urbanise) and that replacement buildings should be for the same use unless policy compliant.

The supporting text to Local Plan (Part One) policy STRAT 9 can be amended to delete reference to settlement boundaries and Local Plan (Part Two) as going forward the new Local Plan will be prepared as a single plan.

##### Green Belt

The current Local Plan (Part One) policy STRAT 9 may need to be updated if required to set out approach to grey belt and to reflect Green Belt review evidence (to be prepared) in terms of overall approach and to inset areas/washed over settlements.

The supporting text to Local Plan (Part One) policy STRAT 9 can be reduced as does not need to quote NPPF or to refer to future work in Local Plan (Part Two).

Delete Local Plan (Part Two) policy GBC 1 and cover the commercial sites listed in the policy within the Chester and Ellesmere Port policy sections of the plan, retaining policy requirements if relevant to the site.

### Question GB 1

Do you agree with the suggested policy approach towards Green Belt and countryside, as set out in GB 1 'Green Belt and countryside' above? If not please suggest how it could be amended.

### Question GB 2

Should there be a separate policy for countryside and Green Belt areas?

### Question GB 3

Are any other uses appropriate in the countryside that should be reflected in the policy?

## Green Belt and countryside 13

**Question GB 4**

Should the policy limit redevelopment to that of the same use and other policy compliant development?

**Question GB 5**

How else can rural buildings, rural character be protected to and prevent new development harming the intrinsic character through 'urbanising' the countryside?

## 14 Transport and accessibility

### 14 Transport and accessibility

#### National policy

**14.1** Transport issues should be considered using a vision-led approach to identify transport solutions that deliver well-designed, sustainable places, identifying and pursuing opportunities to promote walking, cycling and public transport use (NPPF paragraph 109).

**14.2** Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes, recognising that solutions will vary between urban and rural areas (NPPF, paragraph 110).

**14.3** If setting local parking standards, Local Plan policies should take into account accessibility and type of development, availability of public transport, car ownership levels and the need for electric vehicle (EV) charging (NPPF, paragraph 112).

**14.4** Maximum parking standards should only be set where they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport. In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists (NPPF, paragraph 113).

**14.5** Local authorities should ensure that in assessing sites that may be allocated for development, sustainable transport modes are prioritised taking account of the vision for the site, type of development and location, safe and suitable access for all users and any significant impacts can be mitigated through a vision-led approach (NPPF, paragraph 115).

#### Evidence base

- [Local Transport Plan 4: Evidence base](#)(in preparation)
- [Local Transport Plan 4: Vision and Objectives](#) (in preparation)
- [Revised Parking Standards SPD](#)
- [Travel Planning Guidance SPD](#)

#### Key issues

- Public transport is inconsistent across Cheshire West and Chester, and transport links between the Chester-Ellesmere Port corridor in the west and the Northwich-Winsford corridor in the east are particularly poor.
- There is a picture of falling bus services and patronage and high levels of car ownership, meaning congestion, and improving access to public and community transport for those without a car remains an issue. However, we need to acknowledge that car travel will remain the preferred mode of transport in some areas of the borough.
- The Local Transport Plan 4 (LTP4) is currently being prepared, that will set out the needs, challenges, priorities, and objectives for transport throughout Cheshire West. The working vision of which is for “*A fairer and more sustainable transport system which enables a stronger, thriving future for all communities of Cheshire West and Chester by 2040.*”
- Reducing carbon emissions from transport and achieving a net zero-carbon transport system by 2045, and making sure our transport networks are able to cope with a rapidly changing environment.

## Transport and accessibility 14

- Ensuring everyone has access to a real choice of transport mode to travel to employment, education, health, social and leisure activities, supporting active travel and public transport over private motor vehicles.
- Within settlements, it is considered beneficial to maximise opportunities for people to meet their regular day-to-day needs near to where they live and/or work, within a reasonable walking distance of their homes (and/or workplace).
- The challenge will be in adopting a vision-led approach, where all activity is directed at achieving our vision for a fairer and more sustainable transport system which enables a stronger, thriving future.
- This is opposed to an approach which is based on attempting to predict future demand and provide network capacity to accommodate this demand, ignoring the role which this additional capacity itself plays in shaping this future demand.

## Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 10 Transport and accessibility</a>	Minimise the need to travel by locating development accessible to local services by a range of transport modes, improve public transport facilities, include adequate car and cycle parking provision, support town centres and maximise sustainable low carbon forms of transport. Safeguard current and disused transport corridors, infrastructure and freight movement opportunities.
<a href="#">Local Plan (Part Two)</a>	<a href="#">T 1 Local road network improvement schemes</a>	Identifies Chester Western Relief Road, improvements to the link between Winsford/Middlewich and the M6, and the Winnington Swing Bridge as priority local road network schemes, and safeguards land between A54 Winsford Railway Station to Stanthorne from development for road and junction improvements.
Local Plan (Part Two)	<a href="#">T 2 A56 Hoole Road Corridor</a>	Identifies land for a new park and ride site at the M53/A56 junction, sets out criteria for development of a new park and ride site, and supports proposals that will improve the operation of the A56 Hoole Road corridor.



## 14 Transport and accessibility

Local Plan	Policy reference	Policy summary
Local Plan (Part Two)	<a href="#">T 3 Railway stations</a>	Supports proposals for the enhancement and provision of car parking to serve Chester, Hartford, Winsford, Helsby, Frodsham and Cuddington rail stations, and safeguards land for the expansion and/or improvement of facilities at: Winsford, Hartford, Northwich, Greenbank, Frodsham, Helsby, Lostock Gralam, Delamere, Acton Bridge, Cuddington rail stations.
Local Plan (Part Two)	<a href="#">T 4 Rail corridors</a>	Safeguards and protects all rail corridors and railway lines from development that would prejudice their future transport use, including: Mickle Trafford-Shotton, Helsby/Mouldsworth, adjacent New Warrington Road, Tattenhall-Whitchurch.
Local Plan (Part Two)	<a href="#">T 5 Parking and access</a>	Sets criteria for safe access to new development sites for all users and the provision and protection of sufficient parking to service the needs of development, with regard to the Council's latest adopted parking standards.
Local Plan (Part Two)	<a href="#">DM 37 Recreational routeways</a>	Sets criteria for the protection, and wherever possible, enhancement and extension of public rights of way, footpaths/bridleways, cycle routes and waterways.

### Suggested policy approach

**14.6** We will promote the co-location of new development, community services, and sustainable transport hubs with good access to walking, cycling and public transport, ensuring developments achieve a high level of integrated connectivity. This aligns with the general approach taken by the current Local Plan policies. This would mean updating Local Plan (Part One) policy STRAT 10, as set out below:

**TA 1****Transport and accessibility**

The overall approach is to minimise the need for travel, particularly travel by solo occupancy cars and vans, by locating development so it is accessible to local services and facilities by a range of transport modes, following a vision-led approach and a sustainable transport hierarchy.

**Local Transport Plan Vision**

A fairer and more sustainable transport system which enables a stronger, thriving future for all communities of Cheshire West and Chester by 2040, prioritising:

- tackling the climate emergency
- tackling the poverty emergency
- improving health and wellbeing
- boosting our local economy
- creating great places to live

**Sustainable transport hierarchy**

1. People walking or wheeling
2. People cycling or riding
3. People using public transport
4. People driving ultra-low emission and shared vehicles
5. Delivery and logistics in internal combustion engine vehicles
6. People driving other private motor vehicles

**New development**

New development will be encouraged in more sustainable locations, recognising that the approach to transport will vary depending on site location.

Fundamentally, developments and places should maximise any opportunities for people to be able to meet their regular day to day needs within a reasonable (10 minute/800 metres) walking distance of their homes, as well as being able to travel outside of their settlements by a range of sustainable travel choices.

New developments will be designed to accommodate and shape future travel demand in a scenario where our LTP vision is achieved, with reduced reliance on private cars, and significantly increased numbers of public transport, walking, wheeling and cycling trips, following the sustainable transport hierarchy.

Applicants will be required to demonstrate through a transport assessment, how their proposal meets our vision, and through a Travel Plan set out plans to monitor and take action where the vision is not being met.

**Transport corridors and infrastructure**

## 14 Transport and accessibility

Current and disused transport corridors and infrastructure, including roads, railway lines, sidings and stations, will be safeguarded from development which would preclude their future transport use.

Opportunities will be sought to extend and improve access to local footpath and cycle networks, including greenways, canal towpaths and the Public Rights of Way networks.

Proposals for new industrial, warehousing, energy and waste development should maximise opportunities to transport materials and waste products by non-road modes of transport and make suitable provision for lorry parking. Sites alongside the Manchester Ship Canal, Weaver Navigation and rail network may be particularly suitable for freight use and these opportunities should be integrated into development proposals where feasible.

### Rail lines and stations

Proposals for new, re-opening or the enhancement of railway stations, including the expansion and/or improvement of facilities, the provision of cycle and car parking, and the provision of interchange or rail freight facilities will be supported.

### Parking

Sufficient parking should be provided as part of the integrated vision-led approach to transport on development sites.

We will review current standards in the Parking Standards SPD and the role of current parking zones, to meet a number of key criteria, including:

- Supporting town centre economies and vitality
- Minimising congestion
- Supporting the uptake of sustainable transport modes
- Enhancing the quality of place
- Adhering to LTP 4 principles, including the sustainable transport hierarchy
- Providing a flexible approach which adapts to the varying levels of non-car connectivity across the borough and leaves room for changes to connectivity levels in future

### Question TA 1

Do you agree with the suggested policy approach towards transport and accessibility, as set out above in TA 1 'Transport and accessibility'? If not please suggest how it could be amended?

### Question TA 2

Should we include a policy which takes a hierarchical approach in terms of prioritising transport infrastructure?

## Transport and accessibility 14

**14.7** Current Local Plan (Part One) policies STRAT 7 and STRAT 10 and Local Plan (Part Two) policies EP 1, N 5, T 1, T 2, T 3, T 4, T 5, and DM 37 set out a range of actions, allocations, routes, schemes and local transport infrastructure priorities that are promoted/safeguarded from development.

**14.8** Depending on the spatial strategy option taken forward for the new Local Plan, and subject to carrying out the necessary future transport and movement assessments for clusters of growth, some of the schemes may need to be included, amended or deleted, as listed below:



## 14 Transport and accessibility

### TA 2

#### Key local transport infrastructure priorities

The suggested policy approach is to review the existing transport infrastructure priorities, and consider if any of the schemes need to be amended or deleted in the new Local Plan, or if there are any additional schemes that should be included.

Table 14.1 Current identified transport policies and priorities

Current policy	Priority
<a href="#">STRAT 7 Middlewich</a>	Potential for improving journey times along A54 between J18 of the M6 and Winsford
<a href="#">STRAT 10 Transport and accessibility</a>	<ul style="list-style-type: none"> <li>• Chester Transport Strategy (Phase 1)</li> <li>• Chester Bus Interchange</li> <li>• Safeguards New Bridge Road/A5117 link road alignment</li> </ul>
<a href="#">EP 1 Ellesmere Port settlement area</a>	<ul style="list-style-type: none"> <li>• New railway bridge crossing between Rossmore and the town centre</li> <li>• Partnership working with National Highways to achieve M53 smart motorway improvements and upgrading A550</li> </ul>
<a href="#">N 5 Gadbrook Park</a>	<ul style="list-style-type: none"> <li>• Reintroduction of passenger services on the Sandbach Northwich line</li> <li>• Safeguarding of a site for a new station at Gadbrook Park</li> </ul>
<a href="#">T 1 Local road network improvement schemes</a>	<p>Focus for s106 contributions:</p> <ul style="list-style-type: none"> <li>• Chester Western Relief Road</li> <li>• Winsford/Middlewich link to M6</li> <li>• Northwich Swing Bridge</li> </ul> <p>Safeguards land between A54 Winsford Railway Station to Stanthorne in Winsford for road/junction improvements</p>
<a href="#">T 2 A56 Hoole Road Corridor</a>	<ul style="list-style-type: none"> <li>• Route of the A56 Hoole Road Corridor</li> <li>• Allocates land for 5<sup>th</sup> park and ride sites at the junction of the M53/A56</li> </ul>

## Transport and accessibility 14

Current policy	Priority
<a href="#">T 3 Railway stations</a>	<p>Safeguards land for expansion/ infrastructure improvements around the following rail stations:</p> <ul style="list-style-type: none"> <li>• Winsford</li> <li>• Hartford</li> <li>• Northwich</li> <li>• Greenbank</li> <li>• Frodsham</li> <li>• Helsby</li> <li>• Lostock Gralam</li> <li>• Delamere</li> <li>• Acton Bridge</li> <li>• Cuddington</li> </ul>
<a href="#">T 4 Rail corridors</a>	<p>Identifies disused rail corridors safeguarded from development at:</p> <ul style="list-style-type: none"> <li>• Mickle Trafford-Shotton</li> <li>• Helsby/Mouldsworth</li> <li>• Adjacent New Warrington Road</li> <li>• Tattenhall-Whitchurch</li> </ul>
<a href="#">T 5 Parking and access</a>	<p>Identifies the parking standards zone boundaries, as defined in the Parking Standards SPD, at:</p> <ul style="list-style-type: none"> <li>• Chester – City Centre</li> <li>• Chester – Intermediate Zone</li> <li>• Ellesmere Port</li> <li>• Northwich</li> <li>• Winsford</li> </ul>
<a href="#">DM 37 Recreational routeways</a>	<p>Identifies the following strategic recreational routeways:</p> <ul style="list-style-type: none"> <li>• Shropshire Union Canal</li> <li>• The Delamere Loop</li> <li>• The Sandstone Trail</li> <li>• The Baker Way</li> <li>• River Dee Corridor</li> <li>• Bishop Bennett Way</li> <li>• The Whitegate Way</li> <li>• North Cheshire Way</li> <li>• The Weaver Way and Weaver Parkway</li> <li>• Longster Trail</li> <li>• The Wirral Way</li> <li>• Trent and Mersey Canal</li> </ul>

## 14 Transport and accessibility

### Question TA 3

Are there any schemes listed above in TA 2 'Key local transport infrastructure priorities' that should be retained, modified, or deleted?

### Question TA 4

Are there any other transport schemes that should be included?

## Infrastructure and developer contributions 15

## 15 Infrastructure and developer contributions

### National policy

**15.1** National planning policy seeks to ensure infrastructure needs are planned for effectively. Local plans should set out the contributions expected from development including the levels and types of affordable housing and other infrastructure such as education, health, transport, flood and water management, green and digital infrastructure.

**15.2** Local authorities are encouraged to work closely with infrastructure providers, developers, and stakeholders to align investment and ensure timely delivery. The framework emphasises the need for viability assessments to ensure infrastructure is realistically funded, often using developer contributions through Section 106 agreements or the Community Infrastructure Levy (CIL).

### Evidence base

- Viability Study (to be prepared)
- Infrastructure Delivery Plan (to be prepared)
- [Local Transport Plan 4: Evidence Base](#) (in preparation)
- [Local Transport Plan 4: Vision and Objectives](#) (in preparation)
- [Places Background paper](#)
- [Community Infrastructure Levy Charging Schedule](#)
- [Developer Contributions Guidance Note](#)

### Key issues

- Ensuring development is supported by essential infrastructure.
- Ensuring policy requirements are clearly set out and justified in the new Local Plan.
- Ensuring infrastructure encourages sustainable transport.
- Ensuring infrastructure requirements are financially viable.
- Supporting local employment opportunities.
- Ensuring that development meets the full cost of infrastructure provision.
- Whether contributions can be justified for cultural infrastructure including public art.
- Where viability is an issue how infrastructure requirements/developer contributions are prioritised.

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 11 Infrastructure</a>	Sets out the overall approach to securing developer contributions and ensuring the delivery of infrastructure improvements. The policy identifies the need to protect, enhance or improve access to existing facilities, services and amenities.



## 15 Infrastructure and developer contributions

Local Plan	Policy reference	Policy summary
Local Plan (Part One)	<a href="#">ECON 1 Economic growth, employment and enterprise</a>	Sets out how the Plan supports sustainable economic growth in the borough.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 18 ICT and telecommunications</a>	The policy supports the provision, expansion and enhancement of electronic communications networks, including telecommunications and high-speed broadband.
Local Plan (Part Two)	<a href="#">DM 39 Culture and community facilities</a>	The policy seeks to support new community facilities and the protection of existing facilities. Significant new development should contribute to public art.

### Suggested policy approach

**15.3** The suggested approach is to retain Local Plan (Part One) policy STRAT 11 with amendments to ensure that new development provides necessary infrastructure to support development. Amendments to the policy will make it clear that provision for education for all years, including pre-school and Special Educational Needs (SEND) will be required. Further that new housing development may need to make provision for school transport costs, in line with published [statutory government guidance](#).

**15.4** The intention is to update Local Plan (Part One) policy STRAT 11, to incorporate the following sections of Local Plan (Part Two) policies DM 18 and DM 39 which support proposals that provide the enhancement of communications networks, including high speed broadband and provide/improve community, health or cultural facilities. Local Plan (Part Two) policy DM 39 also seeks for significant development to contribute to public art especially within town centres, on key sites or as part of regeneration schemes and this will be carried forward; but we will seek views on whether off-site contributions would be appropriate. Following the inclusion into an update Local Plan (Part One) policy STRAT 11 these policies would be deleted from Local Plan (Part Two).

**15.5** The policy approach could also embed net zero goals by upgrading and improving our existing transport network to encourage sustainable transport links like cycleways and bus routes to reduce car dependency and support the 2050 net zero target. The approach could require low carbon essential infrastructure, such as electric vehicle (EV) charging networks and renewable energy connections.

**15.6** A new Infrastructure Delivery Plan (IDP) will identify the strategic infrastructure required to deliver the new Local Plan. The IDP will provide an opportunity to identify our strategic infrastructure priorities for the borough, including infrastructure needs by settlement. The Places Background Paper identified infrastructure requirements that will need to be assessed, and this consultation provides an opportunity for infrastructure providers and residents to comment on infrastructure implications of the SS 5 'Spatial strategy options' and section 5.1 potential growth areas.

**15.7** Policy requirements for development will be clearly set out and will be expected to be met. Viability arguments are unlikely to be justified especially on greenfield sites. Council resources should not be relied upon to fund any financial gap in the costs of infrastructure required to mitigate any

## Infrastructure and developer contributions 15

development and it is expected that developers will fund and/or deliver all the required infrastructure. This will include on strategic sites, and the delivery of infrastructure on site by the developer. The payment of off-site contributions will not be accepted as a solution if additional costs will fall on the Council or the funding and/or provision off site would not deliver the necessary infrastructure.

**15.8** There may be instances where viability is a genuine issue, and the Council will seek views on how infrastructure requirements could be prioritised. For example, would affordable housing contributions take precedence over provision of open space or other community facilities such as school and health provision?

**ID 1****Infrastructure and developer contributions**

The suggested approach is to amend the Local Plan (Part One) policy STRAT 11 to ensure educational needs, including contributions to school transport provision will be required.

Net zero goals will be embedded, by upgrading and improving our existing transport network to encourage sustainable transport links like cycleways and bus routes to reduce car dependency and support the 2050 net zero target, and requiring low carbon essential infrastructure, such as EV charging networks and renewable energy connections.

Local Plan (Part One) policy STRAT 11 will be strengthened to include greater environmental protections and climate resilience by ensuring we can react to the infrastructure needs of water and sewerage providers, as well as including flood defences.

Update and incorporate the requirements and guidance in existing Local Plan (Part Two) policy DM 18 for the provision, expansion and enhancement of electronic communications networks including high-speed broadband.

Provide greater detail regarding safeguarding social infrastructure, including village halls and community centres through including elements of Local Plan (Part Two) policy DM 39, and continue with the approach in Local Plan (Part Two) policy DM 39 in relation to public art but consider whether off-site contributions may be appropriate.

The policy approach will clarify that where infrastructure is needed to sustain a new development, that off-site contributions may not be acceptable and that the Council will not be expected to fund any shortfall in provision.

Local Plan (Part One) policy STRAT 11 will be updated to link with 16 'Economic growth, employment and enterprise', to ensure developments adhere to an employment strategy by maximising employment opportunities for residents, particularly those who are unemployed/under-employed.

**Question ID 1**

Do you agree with the suggested policy approach towards infrastructure and developer contributions, as set out above in ID 1 'Infrastructure and developer contributions'? If not please suggest how it could be amended.

## 15 Infrastructure and developer contributions

### Question ID 2

Should developer contributions only apply to major developments? How should 'major development' be defined?

### Question ID 3

Do you agree that developers/ operators should pay the full cost of infrastructure required to deliver their sites?

### Question ID 4

In the event of viability being an issue how could the new Local Plan prioritise the provision of infrastructure across the borough and/ or on a settlement-by-settlement basis?

## Economic growth, employment and enterprise 16

## 16 Economic growth, employment and enterprise

### National policy

**16.1** NPPF chapter 6 relates to building a strong, competitive economy. The Local Plan should encourage sustainable economic growth, set criteria, and identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period (NPPF, paragraph 86b).

**16.2** Planning policies and decisions should recognise and address the specific locational requirements of different sectors (NPPF, paragraph 87), and proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

### Evidence base

- [Economic Needs Assessment \(2025\)](#)
- [Cheshire West and Chester Property Review \(2025\)](#)
- [Employment Areas Survey \(2024\)](#)
- [Land Availability Assessment \(Stage One\)](#) (Stage Two in preparation)
- [Origin Investment Prospectus](#)
- [Enterprise Cheshire and Warrington Local Industrial Strategy](#)
- [Inclusive Economy Strategy](#)
- [Regeneration of West Cheshire](#)
- [Climate Emergency Response Plan and Land Action Plan](#)

### Key issues

- To identify key sites and employment land allocations to meet future employment needs, identified in SS 2 'Employment needs'.
- To update employment land allocations, and either retain, replace or identify new employment land allocations to meet borough wide needs.
- To reflect/update policies to meet recent changes to the Use Classes Order.
- To set out the policy for protection of employment land or safeguarding of important sites for economic development.
- To support the regeneration of previously developed land within city and town centres.
- To support a prosperous rural economy.
- To support opportunities for local employment, skills and training

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">STRAT 2 Strategic development</a>	The adopted Local Plan currently makes provision for at least 365 ha employment land, for a range of sizes and types of employment use. To deliver these levels key sites are identified, with additional employment land allocations



## 16 Economic growth, employment and enterprise

Local Plan	Policy reference	Policy summary
		made through Local Plan (Part Two).
Local Plan (Part One)	<a href="#">ECON 1 Economic growth, employment and enterprise</a>	Sets out how the Local Plan supports sustainable economic growth in the borough.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 5 Protection and refurbishment of employment land and premises</a>	Sets out criteria for development proposals involving in the loss of employment land/ premises.

### Suggested policy approach

**16.3** The policy approach will continue to support sustainable economic growth in line with NPPF. It is intended to merge Local Plan (Part One) policy ECON 1 and Local Plan (Part Two) policy DM 5 regarding the protection of employment land and premises.

**16.4** A minimum of 40% of the employment land provision established in section 5 'Spatial strategy' will contribute towards large scale industrial use.

**16.5** In line with the 'agent of change' principle (NPPF, paragraph 200) planning policies and decisions should ensure that new development can be integrated effectively with existing businesses. Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. The approach towards hazardous installations and development in the vicinity of these, including hazardous pipelines, is currently set out in Local Plan (Part Two) policies DM 33 and DM34. The intention is to incorporate them into section 21 'Health and wellbeing' in the new Local Plan.

**16.6** Local Plan (Part One) policy ECON 1 supports the delivery of high speed broadband infrastructure and telecommunications, and the intention is that this will be identified in section 15 'Infrastructure and developer contributions' in the new Local Plan.

## Economic growth, employment and enterprise 16

**EG 1****Economic growth, employment and enterprise**

The Council will promote sustainable economic growth in the borough and wider sub-region, supporting existing businesses, encouraging indigenous business growth and attracting new inward investment. The creation of new job opportunities across a range of sectors will be supported.

The Local Plan will promote competitive town centre environments and bring forward sites to meet a range of town centre uses including commercial, retail, leisure, culture and office uses.

**Employment land supply**

To meet future employment land needs across the borough identified in the spatial strategy, a flexible supply of employment land allocations will be identified to cater for a range of types and size of business. These will cover use class B including B2 (General Industrial), B8 (storage or distribution) and Class E (Commercial Business and Service), primarily E(g) (Offices, Research and Development and industrial processes). This supply will be met through extant planning commitments, vacant/previously developed land in established employment areas, expansion land for specific employers or new allocations identified to meet strategic development needs.

A minimum of 40% of the employment land provision established in the plan strategy will contribute towards large scale industrial, warehousing or distribution use. Additional locations for economic use may be identified on the edge of settlements, dependent on the chosen plan strategy..

Established strategic employment locations are identified and safeguarded as essential to meeting the future economic strategy of the plan.

Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

In line with current Local Plan (Part One) policy ECON 2, commercial, business and service uses falling within Class E will primarily be directed to town centre locations. The following key employment locations are also safeguarded as being suitable for use class E(g):

- Chester Business Park – see suggested policy approach 6 'Chester'
- Gadbrook Business Park – see suggested policy approach 8 'Northwich'
- Cheshire Oaks Business Park

There are other established employment areas and land allocations that will be identified and protected to meet a range of sizes and types of small-medium business needs.

**Protection of employment land and premises**

Proposals for alternative uses on allocated employment land must not limit the range, type, choice and quality of employment land available to meet future employment needs.

The refurbishment and enhancement of existing sites and premises for continued employment use will be supported. Redevelopment to non-employment uses will be permitted where;

## 16 Economic growth, employment and enterprise

- the proposal would not limit the range, choice and quality of land or floorspace available in the locality;
- it can be demonstrated that the continued use of the premises for employment use is no longer commercially viable or environmentally acceptable;
- reasonable attempts must have been made (and evidenced) to continuously let or sell the premises for employment use for at least 12 months at a reasonable rate and there is no reasonable prospect of the site being re-used for employment uses; and
- the development is necessary to secure additional employment development that would not otherwise be viable.

### Local labour and skills

The Council will support initiatives and accessibility to further/higher education facilities in the borough including the University of Chester, West Cheshire College and Mid-Cheshire College, improving skills and links to main employers.

#### Question EG 1

Do you agree with the suggested policy approach towards economic growth, employment and enterprise, as set out in EG 1 'Economic growth, employment and enterprise' above? If not please suggest how it could be amended?

#### Question EG 2

Do you agree these are the key strategic employment locations that need to be protected? Are there any others to be added?

#### Question EG 3

Should established employment areas, to meet a range of sizes and types of business/industry needs, be designated on the policies map? If so should this include the full range of areas identified in the [Employment Areas Survey 2024](#)?

#### Question EG 4

Should the policy approach safeguard out of town office locations for office use, or take a more flexible approach?

## Economic growth, employment and enterprise 16

**Question EG 5**

Do you agree with the suggested policy approach towards the protection of employment land or premises?

**Question EG 6**

Do you agree with the suggested policy approach towards local labour and skills?



## 17 Town centres

### 17 Town centres

#### National policy

**17.1** The NPPF requires planning policies to support the role that town centres play at the heart of local communities. Local Plan policies should define a network and hierarchy of town centres to promote their long-term vitality and viability and define the extent of town centres and primary shopping areas and the range of uses permitted in those locations.

**17.2** Local authorities should allocate a range of sites in town centres to meet the scale and type of development needed for at least ten years ahead. Meeting anticipated needs for retail, leisure, office and other main town centre uses should not be compromised by limited site availability, therefore town centre boundaries should be kept under review and amended if necessary. Where suitable sites are not available, allocate edge of centre sites, and recognise the role and encourage residential development in town centres.

**17.3** The NPPF sets out the approach to the sequential test so town centres locations are prioritised and that an impact assessment can be required for development outside town centres. The sequential approach should not be applied to small scale rural offices or other small-scale development. Local plans can set a local threshold for application of the impact test. National Planning Policy Guidance is expected to define the extent of primary shopping areas and authorities may wish to define primary and secondary retail frontages.

**17.4** In 2020 new Use Class E was introduced, that combined most main town centre uses into one class, allowing flexibility and changes without the need for planning permission. The changes to use classes provided for three new uses classes: Class E (Commercial, business and service), Class F.1 (Learning and non-residential institutions) and F.2 (Local community). The changes combine Shops (A1), financial/professional services (A2), cafés/restaurants (A3), indoor sports/fitness (D2 part), medical health facilities (D1 part), creche/nurseries and office/business uses (B1) will be subsumed into a new single Use Class E.

**17.5** In 2021 a new permitted development right was introduced (Class MA) that allows change of use from commercial, business and service use (Class E) to residential without the need for planning permission. The impact of the changes mean it is harder for local plans to plan and shape town centre development and there is currently a tension with national planning guidance and reality of control policies would have.

#### Evidence base

- Cheshire West and Chester Retail Study 2025 (in preparation)
- [Local Plan Annual Monitoring Reports](#)
- [Local retail centres surveys](#)

#### Key issues

- Online shopping, working from home, and out of centre town centre development potentially harming vitality and viability of centres by reducing footfall and diverting trips to locations primarily accessed by car.
- Inconsistencies between national policy, new use class references and adopted Local Plan policy.

## Town centres 17

- The impact of recent changes to use classes and permitted development making it harder to try and retain core retail uses in town centres.
- Understanding the future need for retail floorspace.

**Current adopted policy**

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">ECON 2 Town centres</a>	<p>Identifies the sub-regional, strategic and town centre hierarchy, and key proposals for the borough's town centres such as Northgate and Barons Quay.</p> <ul style="list-style-type: none"> <li>• Chester (Sub-regional)</li> <li>• Northwich (Strategic)</li> <li>• Ellesmere Port (Town Centre)</li> <li>• Winsford (Town Centre)</li> <li>• Frodsham (Town Centre)</li> <li>• Neston (Town Centre)</li> <li>• Boughton (District Centre)</li> <li>• Local Centres (see Table 1.1 in Local Plan (Part Two) policy DM 15)</li> </ul> <p>Sets out local impact test thresholds.</p>
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 7 Rural diversification of land based businesses</a>	Sets criteria for new or extensions to existing farm shops including range of goods to be sold.
Local Plan (Part Two)	<a href="#">DM 14 City and town centres</a>	Sets out the development that should be happening in town centres, including appropriate boundaries. Policy seeks to protect retail / shops (old A1 use class) and retain active frontages.
Local Plan (Part Two)	<a href="#">DM 15 District and local retail centres</a>	Identifies the district and local centres and set out range of uses permitted.
Local Plan (Part Two)E	<a href="#">DM 16 Shopfronts</a>	Design of shopfronts.

## 17 Town centres

### Suggested policy approach

**17.6** The policy approach will be to support vibrant town centres including supporting retail, leisure, tourism, cultural, and employment uses including supporting the evening economy. The Retail Study (in preparation) will identify the need for future retail and leisure floorspace including for food and non-food retail. The study will also undertake a 'health check' of the main town centres and make recommendations as to future policy approaches. The new Local Plan will need to reflect this evidence base.

**17.7** The policy will identify a hierarchy of town centres and support a town centre first approach to development where possible. Previous consultation responses have raised whether Cheshire Oaks/Coliseum Shopping Park in Ellesmere Port should be identified as a town centre. However, it is still considered that these areas have the character and role of out of centre retail parks and designation would potentially harm Ellesmere Port town centre. The overall policy approach will still be to ensure the sequential approach is applied and that a locally defined impact assessment threshold is retained.

**17.8** The changes nationally to allowing various uses to change without requiring planning permission means it is unclear how some of the existing policies can operate and enable effective town centre planning. The approach will be to support uses that bring interest and visitors to key town centres and retain active frontages where possible. For smaller local centres to encourage a diversity of uses to ensure these areas continue to meet local community needs.

**17.9** The intention is that Local Plan (Part One) policy ECON 2 will be updated to reflect the above approach and any recommendations from the Retail Study. Local Plan (Part Two) policies DM 7, DM 14 and DM 15 would be replaced and included in the expanded Local Plan (Part One) policy ECON 2.

**17.10** The new policy will include a local approach to town centre developments in the rural area that do not require application of the sequential approach. The policy will set out that this will relate to developments outside of identified settlements and therefore within the countryside and will be under 200 sqm (square metres) external floor area. This threshold is based on the potential for developments over 200 sqm to impact on local centres including village centres.

## TC 1

### Town centres

#### Retain approach to town centre hierarchy and town centre first

Proposals for retail, leisure and other main town centre uses should be located within a town centre, unless demonstrated that no sites are suitable and available through a sequential test. Development should be of an appropriate scale that reflects the size and role of each centre and should not have an unacceptable impact on other centres.

#### Maintaining healthy town centres

- Commercial uses with an active frontage should be retained (including shop windows) on street and in Chester at Row level.
- Non-commercial uses that support the town centre, such as residential should not lead to the loss of active frontages and should therefore be located on upper floors or the rear of the buildings.
- Diversity in goods and services should be provided with no dominance of one type of Main Town Centre Use (excluding shops). Health and community facilities and other uses that promote vibrant and diverse centres will be supported.

Applications that involve the loss of a retail and other uses from a town centre will need to demonstrate the unit has been vacant continuously for 12 months, adequately marketed and does not harm the criteria above.

Shops, commercial and community uses in District and Local Retail Centres should be retained and allowed to help meet a local community's day-to-day needs. Development of main town centre uses must be consistent with the scale and function of the Local Retail Centre (including village centres) and not undermine the vitality and viability of a centre higher in the hierarchy.

Proposals that positively contribute towards creating attractive, vibrant and safe centres that offer a diverse mix of uses that can also extend the time when centres are active will be supported, especially cultural, civic and family activities.

Alfresco dining/outdoor seating will be supported (subject to other policy requirements) where this would be located directly in front of a café, restaurant or drinking establishment.

Considerations should be made to neighbouring uses, ensuring their compatibility and new residential development must not prejudice the operation of other town centre uses such as nightclubs and live venues.

#### Sequential test

The policy will set out the approach to the sequential test to ensure town centre locations are used first and then edge of centre locations. In terms of edge and out-of-centre proposals, preference will be given to accessible sites that are well connected to the town centre. Flexibility should be made in terms of size and format.



## 17 Town centres

Where there are no sequentially preferable sites available, existing land and buildings with planning permission for main town centre uses that fall within the catchment area of any new proposal should be considered in the first instance.

### Impact assessment

Planning applications for main town centre uses outside of existing centres will require an impact assessment according to the following thresholds (gross external floorspace):

- Chester and Northwich greater than 1,000 sqm
- Ellesmere Port, Winsford, Frodsham and Neston greater than 500 sqm
- Local Centres, greater than 200 sqm

While small-scale rural developments outside of identified settlements will not be subject to the sequential test (above), they must demonstrate a requirement for a countryside location, be in connection with the land-based business, would not undermine the vitality and viability of local shops or retail centres, and be less than 200 sqm gross external floorspace.

### Question TC 1

Do you agree with the suggested policy approach towards town centres, as set out above in TC 1 'Town centres'? If not, please suggest how it could be amended?

### Question TC 2

Do you agree with requiring consideration of previously developed sites within the catchment of the proposal, or available and suitable sites that have a main town centre use permission, as part of the sequential test?

### Question TC 3

Do you agree with retaining the centre hierarchy?

### Question TC 4

Do you agree with our suggested approach to small scale rural development?

## 18 Visitor economy

### National policy

**18.1** The NPPF identifies culture and tourism developments as main town centre uses (including theatres, museums, galleries and concert halls, hotels and conference facilities).

**18.2** Planning policies and decisions should also enable sustainable rural tourism and leisure developments which respect the character of the countryside (NPPF, para 88c). They should support the development and diversification of agricultural and other land-based rural businesses (NPPF, paragraph 88b).

**18.3** Planning policies should set out a clear economic vision and strategy which encourages sustainable economic growth, having regard to the national industrial strategy and any relevant Local Industrial Strategies and other local policies for economic development and regeneration (NPPF, paragraph 86a)

### Evidence base

- [Economic Needs Assessment \(2025\)](#)
- [Cheshire West and Chester Visitor Accommodation Study \(2022\)](#)
- [West Cheshire Inclusive Economy Prospectus and Action Plan \(2021\)](#)
- [Cheshire West and Chester State of the Borough Dashboard](#)
- [Local Plan Annual Monitoring Reports](#)
- [Cheshire and Warrington Local Industrial Strategy](#)

### Key issues

- A high proportion of jobs are linked to the tourism sector, 7.8% of total employment in the borough is supported by visitors. In 2023, the CW&C visitor economy was valued at £2.26bn with 29.2 million visitors to the area in the year. However, despite annual increases in visitor numbers since the pandemic, visitor numbers and visitor economic impact remain lower than pre-2020 levels. A key issue will be maintaining, and enhancing the strength of the visitor economy and the cultural offer of the borough.
- The borough has some significant tourism attractions with the most visited attractions surveyed include Chester Zoo, Chester Cathedral, Delamere Forest, Cheshire Ice Cream Farm, BeWilderWood, Grosvenor Museum and Beeston Castle. In Ellesmere Port the National Waterways Museum, and in Northwich the Salt Museum are also important attractions.
- The borough has a wide range of natural assets such as the Sandstone Trail, canals, public rights of way and cycle ways that provide excellent leisure and recreational opportunities.
- Major sporting events in the borough, including Chester Racecourse and Oulton Park, attract a wide range of visitors, participants and spectators.
- Local Plan policies support the provision of all types of visitor accommodation in appropriate locations, in line with the settlement strategy and retail hierarchy. In rural areas, the development of caravan and camping sites has the potential to impact on the character of the countryside and landscape.

## 18 Visitor economy

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">ECON 3 Visitor economy</a>	Support for the expansion of existing and the creation of new tourism opportunities and be of a suitable scale and type for its location. Major leisure, tourism, cultural attractions and visitor accommodation, should be located within or accessible to town centres. Camping and caravan sites will be supported where there is an unmet need.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 7 Rural diversification of land based businesses</a>	Sets criteria to support rural diversification of agricultural or land based business.
Local Plan (Part Two)	<a href="#">DM 9 visitor accommodation</a>	Sets criteria for the development of visitor accommodation of all types. Directs hotels, guest houses, holiday lets, bed and breakfast accommodation to main town centres and key service centres. Links to countryside and green belt policy for other types of visitor accommodation.
Local Plan (Part Two)	<a href="#">DM 10 Caravan and camping sites</a>	The policy relates to touring caravan and camping sites, static caravans, chalets (or other forms of static accommodation such as pods, yurts and tepees) for tourism use. It provides criteria for new developments.

### Suggested policy approach

**18.4** The policy approach will follow the hierarchical town centre first approach to all main town centre uses, directing visitor attractions and visitor accommodation (hotels, guest houses, holiday lets, bed and breakfast accommodation) to town centres to support the vibrancy of these centres. This could mean updating Local Plan (Part One) policy ECON 3 and Local Plan (Part Two) policy DM 9 to avoid repetition with other town centre policies of the Local Plan. The policy approach for town centres could recognise the value of the visitor economy and tourism developments.

**18.5** Visitor accommodation in the countryside and Green Belt should be a suitable scale, type and protect the character of the countryside and minimise landscape harm. Camping and caravan sites are considered as tourism development not outdoor recreation. Static caravans and chalets have the potential for significant landscape harm, so it is intended to continue with a criteria based policy for visitor accommodation in the countryside, merging relevant aspects of Local Plan (Part One) policy ECON 3 and Local Plan (Part Two) policy DM 10.

**18.6** There is not a single policy for visitor attractions, as this covers a wide range of tourism and leisure uses across the borough. It is anticipated that the development of new attractions, or extensions to existing facilities would continue to be assessed by other relevant policies of the plan (such as transport, biodiversity, landscape, amenity, noise, heritage etc). Site specific policies would only be required to support significant schemes; the content of policies for Chester Zoo (Local Plan (Part Two) policies GBC 1 and GBC 1.A) and Oulton Park (Local Plan (Part Two) policy DM 13) should be retained. The criteria in Ellesmere Port Historic Canal Port Local Plan (Part Two) policy EP 7 would mostly be covered by the historic environment policies of the new Local Plan within section 26 'Historic environment'.

**18.7** National policy supports rural diversification. Where this includes tourism or leisure use, the policy approach below would incorporate the content of current Local Plan (Part Two) policy DM 7. The section of DM 7 on farm shops and retail sales would be covered within section 17 'Town centres'.

## 18 Visitor economy

### VE 1

#### Visitor economy

The expansion of existing tourism assets or the creation of new tourism opportunities will be supported where this would enhance the existing tourism offer, benefit the local economy and be of a suitable design, scale and type for its location.

Major leisure, tourism, cultural attractions and visitor accommodation, which will attract a significant number of visitors, should be located within or accessible to Chester, Northwich, Ellesmere Port and Winsford town centres to support the vitality of these centres.

Elsewhere in the borough, proposals for visitor attractions or visitor accommodation will be supported in line with other relevant policies of the plan and with regard to NPPF paragraph 88.

#### Caravan and Camping sites

Camping and caravan sites are forms of tourism development, which will be supported where there is an unmet need. In addition to the above, proposals should also:

- be small in scale to limit impact on neighbouring amenity
- utilise or be well related to existing buildings
- incorporate existing landscape features and provide open areas into the layout, provide screening and landscape buffers
- be capable of connecting to existing utility services
- provide ancillary appropriate facilities (such as toilets, showers, drinking water supply) for users of the site

#### Visitor Attractions

The following are significant visitor attractions, identified on the policies map. Development proposals will be supported subject to criteria below:

- Chester Zoo – zoological purposes
  - a. Refer to Green Belt and Chester policies
  - b. Proposals should be comprehensively planned in line with an agreed development strategy for the wider site
- Ellesmere Port Historic Canal Port – National Waterways Museum
  - a. Improve links to and from Ellesmere Port, particularly for pedestrians, cyclists and by public transport
  - b. Development proposals should be supported by a heritage impact assessment
- Oulton Park – motor sports
  - a. New development is ancillary to the use of the site for motor sports
  - b. Conditions limiting hours of use, if an increase in the level or duration of noise is likely
  - c. Impacts on air quality are assessed and mitigated



- d. New built development must be sited either near to existing buildings on the site or in locations where its impact on biodiversity and residential amenity would be reduced

### Question VE 1

Do you agree with the suggested policy approach towards the visitor economy, as set out in VE 1 'Visitor economy' above? If not please suggest how it could be amended?

### Question VE 2

Do you agree with aligning the policy approach for the visitor economy, tourism and leisure with the suggested policy approach for town centres in TC 1 'Town centres'?

### Question VE 3

Do you agree with the suggested policy approach towards rural tourism and leisure, including visitor accommodation policies (caravan and camping sites) in the countryside?

### Question VE 4

Should a site specific policy be considered for any other significant visitor attractions? Please provide your reasons.

### Question VE 5

Does the suggested policy approach support a prosperous rural economy, whilst maintaining the character of the countryside?

## 19 Housing

### 19 Housing

#### National policy

**19.1** Section 5 of the NPPF sets out the Government’s objective to ‘significantly boost the supply of homes’, with a local housing need and subsequent housing requirement that is determined using the standard method. Within the context of the housing requirement and establishing need, NPPF paragraph 63 states that “the size, type and tenure of housing need for different groups in the community should be assessed and reflected in planning policies”, and further lists the range of groups that should be included.<sup>(ii)</sup>

**19.2** Where there is a need for affordable housing, planning policies should set out the type of affordable housing required, ‘and expect it be met on site’ (NPPF, paragraph 64). Policies should set out the (minimum) proportion of Social Rent homes required; and meet identified local needs across all sectors including Social Rent, other affordable housing for rent, and affordable home ownership tenures (NPPF, paragraph 66).

**19.3** Development proposals involving the provision of new homes, that are in the Green Belt will be subject to the ‘Golden Rules’<sup>(iii)</sup> that require a higher level of affordable housing than would apply to non-Green Belt proposals; and this level is required to be at least 50% of the total housing proposed.

**19.4** Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas where policies may set out a lower threshold of 5 units or fewer.

**19.5** Planning policies and decisions should avoid the development of isolated homes in the countryside unless there is an essential need for a rural worker, including those taking majority control of a farm business, to live permanently at or near their place of work in the countryside (NPPF paragraph 84).

**19.6** National policy enables the Council to bring in higher optional technical standards for accessible and adaptable dwellings and wheelchair user dwellings. Councils can also require through the nationally described space standards to be followed that set internal space requirements.

**19.7** Paragraph 76 of the NPPF states “Local planning authorities should support the development of exception sites for community-led development on sites that would not otherwise be suitable as rural exception sites.” These sites should comprise affordable housing, but the local planning authority may allow a proportion of market homes. Sites should be adjacent to settlements, proportionate in size to them (not larger than one hectare in size or exceed 5% of the size of the existing settlement unless the development plan makes specific provision to exceed these limits. Sites should not compromise the protection to assets of importance such as local green space, Green Belt and nationally important designations.

**19.8** Community-led is defined as taken forward by, or with, a not-for-profit organisation and be managed and democratically controlled by its members.

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ii These groups should include (but are not limited to) those who require affordable housing (including Social Rent); families with children; looked after children; older people (including those who require retirement housing, housing with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes

iii NPPF, paragraphs 156-157

**19.9** NPPF sets out that local planning authorities should support opportunities to bring forward rural exception sites that will provide affordable housing to meet identified local needs and consider whether allowing some market housing would help to facilitate schemes. In the Green Belt limited affordable housing for community needs under policies in the development plan, including rural exception sites, are not considered inappropriate development.

**19.10** Annex 2 of NPPF defines a rural exception site as: “Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority’s discretion, for example where essential to enable the delivery of affordable units without grant funding.”

### Evidence base

- Housing Needs Assessment (to be prepared)
- [Self-build and Custom Housebuilding Register](#)
- [First Homes \(National Planning Guidance\)](#)
- National Space Standards Evidence (to be prepared)
- [Housing: optional technical standards \(National Planning Guidance\)](#)
- [Higher Education enrolment data \(Higher Education Statistics Agency\)](#)
- [Local Plan Annual Monitoring Reports](#)
- [Rural Worker Dwellings - Advice Note \(2022\)](#)

### Key issues

- Housing Need Assessment (to be prepared) will provide the basis for delivering the mix of homes required and requirement for affordable housing.
- Ensuring development meets the needs identified in the Housing Needs Assessment (to be prepared).
- Threshold for provision of affordable housing especially in rural areas.
- New national policy that replaced entry level exception sites and can apply to sites adjacent to existing settlements whether large urban areas or rural settlements.
- Local Plan monitoring information identified that rural exception sites were often driven by a site being promoted before the identification of a local need.
- Evidence of local need for rural exceptions sites being overstated and first occupation not local residents.
- Most rural exception sites delivered since the start of the current plan have been in the smaller settlements in the north of the borough and relatively close to larger urban areas

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">SOC 1 Delivering affordable housing</a>	Sets thresholds and a percentage target for affordable housing as part of all new residential development proposals.

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Local Plan	Policy reference	Policy summary
Local Plan (Part One)	<a href="#">SOC 2 Rural exception sites</a>	Sets out the general criteria of an exception site, including location, size, and evidence required. Does allow small subsidiary element of market housing.
Local Plan (Part One)	<a href="#">SOC 3 Housing mix and type</a>	Encourages the inclusion of a range of housing types, tenures and sizes (market and affordable) as part of all new residential development.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 19 Proposals for residential development</a>	Based on the spatial strategy of Local Plan (Part One), the policy lists the type of proposals that would be acceptable in each category of spatial area (as defined in Local Plan (Part One)).
Local Plan (Part Two)	<a href="#">DM 20 Mix and type of new housing development</a>	Encourages the delivery of a mix of housing types on major developments to meet local housing needs.
Local Plan (Part Two)	<a href="#">DM 21 Development within the curtilage of a dwellinghouse</a>	Sets out the type of development that is acceptable within the curtilage of existing dwellinghouses, including changes to curtilage, boundaries and hard surfacing.
Local Plan (Part Two)	<a href="#">DM 22 Change of use to dwellinghouses and residential conversions</a>	A criteria-based policy for proposals that would change the use of buildings to residential use (by spatial area category).
Local Plan (Part Two)	<a href="#">DM 23 Delivering affordable housing</a>	Sets out the order of preference for the delivery of affordable housing i.e. on-site; off-site; and financial contribution.
Local Plan (Part Two)	<a href="#">DM 24 Rural exception sites</a>	Policy requires local need to be demonstrated through an up-to-date independent assessment of need prepared by a Parish Council or in collaboration with a Parish

Local Plan	Policy reference	Policy summary
		Council. Local connection criteria- established and requirements for identifying suitable sites.
Local Plan (Part Two)	<a href="#">DM 25 Essential rural workers dwellings</a>	A criteria-based policy for proposals seeking to develop rural worker dwellings in the countryside.
Local Plan (Part Two)	<a href="#">DM 26 Specialist accommodation</a>	A criteria-based policy for proposals to develop specialist accommodation including accessible and adaptable homes; accessibility; and affordable housing.
Local Plan (Part Two)	<a href="#">DM 27 Student accommodation</a>	Sets the requirements for the location and standards for new student accommodation including impacts of proposals.
Local Plan (Part Two)	<a href="#">DM 28 Houses in Multiple Occupation</a>	Sets out criteria for when the change of use from a dwelling to a House in Multiple Occupation (HMO) will be supported.

### Suggested policy approach

**19.11** The Housing Needs Assessment (to be prepared) will provide the basis for new Local Plan policies that will set out how new residential developments will be expected to provide a suitable mix of housing to meet residents needs. Unlike the current Local Plan the intention will be to have a much clearer approach to residential mix e.g. split by size (bedrooms) for both market and affordable housing. In line with NPPF the Council is committed to ensuring that future housing provision meets the needs of residents with disabilities which will include learning difficulties. Detailed requirements will be provided for adaptable and accessible dwellings. If justified, larger developments will also be required to make provision for self-build and custom housebuilding plots. Local Plan (Part One) policy SOC 3 and Local Plan (Part Two) policy DM 20 will be replaced by a single policy approach in relation to development requirements on residential sites to ensure clear guidance is given on expected mix of residential schemes.

**19.12** If justified, Local Plan (Part One) policy SOC 1 will be amended based on the Housing Needs Assessment (to be prepared) recommendations in relation to identifying the level (%) affordable housing requirement by borough or sub-area and tenure types. This can include provision for First Homes. The current Local Plan policy approach requires developments in urban areas of 10 or more dwellings (or 0.3 hectares) and in rural areas of three or more dwellings (or 0.1 hectares) to provide affordable housing as part of the development. The current policy sets out that the urban areas are: Chester, Ellesmere Port, Winsford and Northwich. Planning Practice Guidance now states the threshold for all areas should



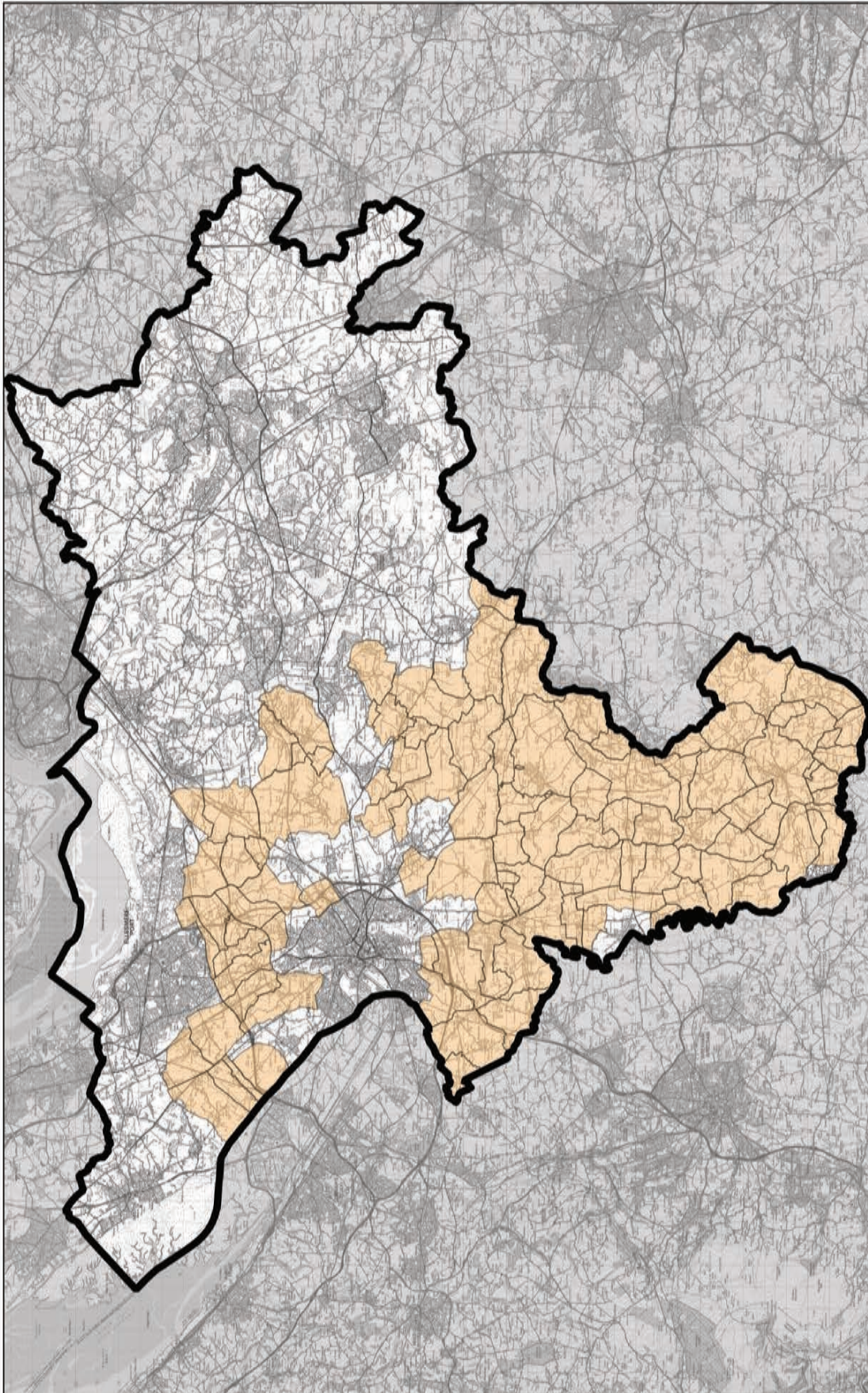
## 19 Housing

be 10 dwellings or more unless in a designated rural area <sup>(iv)</sup> where a lower threshold of 5 units of fewer can be set. As per the map below the following areas of the borough are designated under Section 157. The Local Plan (Part One) policy SOC 1 will be updated to reflect the NPPF but for the rural areas it is proposed to require sites for 3 or more dwellings to provide affordable housing. It is appreciated that Neighbourhood Plans may set different requirements and that many rural areas of the borough are not designated, and views are welcome on this.

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iv Areas designated as 'rural' under Section 157 of the Housing Act 1985: [The Housing \(Right to Buy\) \(Designated Rural Areas and Designated Regions\) \(England\) \(No.2\) Order 2004](#)

Map 19.1 Section 157 areas





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**19.13** Local Plan (Part One) policy SOC 1 in relation to dispersing affordable housing throughout the site and ensuring market and affordable homes being indistinguishable will be retained. The requirements of Local Plan (Part Two) policy DM 23 in relation to on-site provision will continue as this is the best guarantee of delivering affordable housing. Spatial area references in relation to off-site provision will be amended to reflect the chosen spatial strategy and Housing Needs Assessment (to be prepared) recommendations.

**19.14** Local Plan (Part Two) policy DM 26 for specialist accommodation will be amended as specific requirements are likely to be incorporated into the policy approach on overall housing mix and type, but other provisions of the current policy will still apply. This will include the requirement for market led specialist housing to provide affordable housing in line with existing policy requirements.

**19.15** The Housing Needs Assessment (to be prepared) will also investigate future need for student accommodation and this will be incorporated into an update of Local Plan (Part Two) policy DM 27, as will support for purpose-built accommodation under Local Plan (Part One) policy SOC 3. Other aspects of the current policy approach will be retained and views will be sought if an additional policy is required for the University of Liverpool, Leahurst campus.

**HO 1****Mix and type of housing in new developments and specialist housing**

Current Local Plan (Part One) policy SOC 3 and Local Plan (Part Two) policy DM 20 will be substantially amended to reflect the evidence of the Housing Needs Assessment (to be prepared). The new policy approach will provide detailed policy requirements e.g. % of 1-2 bed dwellings including by tenures; % of plots for self-build and custom housebuilding; requirements to meet the needs of an ageing population and meeting the needs of residents with disabilities.

If justified by the evidence a new policy will be brought in to require national space standard to be met for internal space in new homes.

**Specialist Accommodation**

The content of Local Plan (Part Two) policy DM 26 concerning the future requirements for extra care, older persons and accessible and adaptable homes in new developments will be incorporated into the overall policy approach to mix and type but locational requirements will be kept ensuring these developments are in accessible areas with good accessibility to range of facilities. The suggested policy approach will resist extra care developments in the countryside outside of settlements.

**Student accommodation**

Local Plan (Part One) policy SOC 3 and Local Plan (Part Two) policy DM 27 will be amended to reflect any future needs identified through the Housing Needs Assessment (to be prepared). Local Plan (Part One) policy SOC 3 in relation to support for specialist student accommodation in areas accessible to the University of Chester is proposed to be retained. The suggested policy approach will continue to link to policy for the University of Chester, proposed to be taken forward in CH 1 'Chester', and other Local Plan policy requirements in relation to location and accessibility in terms of walking distance to campus and cumulative impact of proposals.

Requirements for standard of accommodation, management plans and future reuse will be retained.

**Question HO 1**

Do you agree with the suggested policy approach towards mix and type and specialist housing in new developments, as set out in HO 1 'Mix and type of housing in new developments and specialist housing' above? If not please suggest how it could be amended?

**Question HO 2**

Should the housing mix and type and specialist housing be delivered through a percentage policy approach that sets requirements for each category of housing?

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### Question HO 3

Do you agree with the approach to student accommodation, and should additional consideration be given to the University of Liverpool Leahurst campus?

### HO 2

#### Delivering affordable housing

The suggested policy approach will replace Local Plan (Part One) SOC 1 and Local Plan (Part Two) DM 23, and will set out the % of affordable housing required across the borough including potentially by sub-area. The approach intends to reflect the government's requirement for housing sites in the Green Belt to provide at least 50% affordable housing. The policy approach will specify the type of affordable housing required.

Affordable housing will be required on all sites of 10 or more dwellings but in designated rural areas, the requirement will be triggered by three or more dwellings. This requirement is applicable to all self-contained units, including older persons and student accommodation.

Affordable homes will be sought within all new development that include the provision of new homes, unless there are exceptional circumstances which can be demonstrated to justify off site contributions, providing that:

- Affordable homes must be indistinguishable from market housing, achieving high quality design and must be dispersed throughout the site.
- Provision must be made for affordable homes to remain affordable in perpetuity.

### Question HO 4

Do you agree with the suggested policy approach towards delivering affordable housing, as set out in HO 2 'Delivering affordable housing' above? If not please suggest how it could be amended?

### Question HO 5

Do you have any views on thresholds for affordable housing in relation to applying a lower threshold for designated rural areas and what approach could be taken to parts of the borough not subject to the designation?

**19.16** The suggested policy approach will need to reflect the chosen spatial strategy as to what settlements are identified and the extent of the countryside designation. The basic principles of Local Plan (Part Two) policy DM 19 setting out the criteria for residential development in the countryside, especially for replacement of buildings on previously developed land, are considered important to retain in the plan.



**19.17** Local Plan (Part Two) policies DM 21 and DM 22 are currently applied to many planning applications in the borough, and already defer to NPPF in relation to Green Belt. Local Plan (Part Two) policy DM 21 sets out in the supporting text more restrictive approaches to replacement dwellings and extensions in the Green Belt.

### HO 3

#### Proposals for residential development

Local Plan (Part Two) policy DM 19 will either be retained as a separate policy or the general principles incorporated into other policies of the new Local Plan.

For residential development in settlements, the approach to protecting garden land and character should continue to be reflected in the new plan, along with criteria relating to development in the countryside, as to where residential development will be allowed.

The suggested policy approach is to largely retain Local Plan (Part Two) policies DM 21 and DM 22 with only minor amendments.

#### Question HO 6

Do you agree with the suggested policy approach for residential development proposals, as set out in HO 3 'Proposals for residential development' above? If not please suggest how it could be amended?

#### Question HO 7

Are Local Plan (Part Two) policies DM 19, DM 21 and DM 22 working effectively; remain relevant; or are all issues covered by current national policy and guidance?

#### Question HO 8

Within this policy approach (or elsewhere) should the new Local Plan set out more detail on what development is appropriate in the Green Belt, with respect to, for example, house extensions; what is small scale/subordinate (not increasing size of a dwelling by more than 30%) etc?

#### Question HO 9

Are there any local/borough specific issues e.g. intensification of garden development, infill or backland development, change of use of garages to residential, that justify additional/continuation of policy?

## 19 Housing

### Question HO 10

Should living-over shops be included in a new/amended policy?

**19.18** In the absence of detailed national guidance, Local Plan (Part Two) policy DM 25 provides essential guidance for planning applications for permanent and temporary rural workers dwellings. There have been issues where the size of a dwelling has made it difficult for other rural workers to subsequently afford the dwelling. The Council has prepared an advice note that provides detailed guidance on the financial information to support an application and the use of planning obligations to tie the land to the dwelling. To ensure the dwelling is commensurate with the established functional requirement and remains as affordable housing that dwellings should not exceed 106 m<sup>2</sup> (internal floorspace).

### HO 4

#### Essential rural workers dwellings

The suggested policy approach is to retain Local Plan (Part Two) policy DM 25 including the requirement that should the need cease, that the dwelling remains available to meet affordable housing needs.

Further detail may be added to how the property should remain affordable in the future considering consultation responses.

Cross referencing to other planning requirements are proposed to be deleted.

### Question HO 11

Do you agree with the suggested policy approach towards essential rural workers dwellings, as set out in HO 4 'Essential rural workers dwellings' above? If not please suggest how it could be amended?

### Question HO 12

How can it be ensured that if the use ceases the property can meet affordable housing needs?

### Question HO 13

Would it be useful for elements of the Council's [Rural Worker Dwellings - Advice Note](#) to be added to the policy approach?. Please specify which elements?

## Community-led housing

**19.19** In relation to community-led housing the consultation will seek views on whether a policy is required and if so, what this should contain. If a policy is considered necessary, the approach at this stage would not be to exceed the size limits set out in national policy. The Local Plan will promote an approach to accommodating new development in sustainable locations and therefore community-led housing will not be suitable in all settlements.

### Question HO 14

If a policy for community-led housing is required, what should it include, and do you agree that the Local Plan should not increase the maximum size limit for these developments as set out in national guidance?

## Rural Exception Sites

**19.20** The suggested approach would be to combine Local Plan (Part One) policy SOC 2 and Local Plan (Part Two) policy DM 24 but seek views on whether rural exceptions should only apply to those settlements that are more remote from large urban areas given the wide opportunities to access housing in these urban areas. The outcome of the consultation on the spatial strategy options will determine which settlements would be suitable as locations for accommodating development. Given the Government's local housing need requirement is significantly higher than the current planned requirement, the amount of affordable housing across the borough will significantly increase, which may limit the need for rural exception sites.

## 19 Housing

### HO 5

#### Rural exception sites

Retain the overall approach in Local Plan (Part One) policy SOC 2 to sites being small in scale and on the edge of identified rural settlements, and be modest and in keeping with the form and character of the settlement.

Retain the current approach in Local Plan (Part Two) policy DM 24 to ensure that there is a genuine local need to be identified through an independent assessment prepared or commissioned by the Parish Council. Schemes will need to remain affordable in perpetuity.

In addition, the current approach in Local Plan (Part Two) policy DM 24 would be retained to ensure that once a need has been established, a thorough assessment of sites is undertaken led by the Parish Council and in consultation with the local community. This assessment should be evidenced and relate to need identified.

This suggested policy approach would keep criteria ensuring that alternative sites within a settlement aren't available to meet the need including on sites for market housing where affordable housing is provided. Add that other sites may be identified through the Brownfield Land Register and Land Availability Assessment.

The current restrictions and local connection test would be retained as follows but also that this may differ where set out in a neighbourhood plan:

1. currently live in the parish and have been living there continuously for at least five years; or
2. have permanent employment in the parish; or
3. have close family members (defined as children, parents, siblings only) who have been residing in the parish continuously for at least five years; or
4. people who have previously lived in the parish for a continuous period of at least 10 years.

#### Question HO 15

Do you agree with the suggested policy approach towards rural exception sites, as set out in HO 5 'Rural exception sites' above? If not, please suggest how it could be amended?

#### Question HO 16

Should the policy approach towards rural exception sites continue to apply to all identified smaller settlements or just those in more remote areas of the borough?

#### Question HO 17

Should market housing still be allowed through the policy on rural exception schemes?

**19.21** The Council has implemented three Article 4 directions relating to proposed Houses in Multiple Occupation (HMOs) in areas of Chester. An imbalance in communities can sometimes have a detrimental impact on neighbourhoods, therefore we propose to retain the content of Local Plan (Part Two) policy DM 28.

## HO 6

### Houses in Multiple Occupation

The policy approach will take forward Local Plan (Part Two) policy DM 28 which sets out criteria for when the change of use from a dwelling to a House in Multiple Occupation (HMO) will be supported, where it would:

- not increase the concentration of HMOs with 50 metres more than 15% total number of dwellings
- not sandwich an existing household between HMOs
- meet the Council's amenity standards ([Physical Property Standards - Shared houses/flats 2012](#))
- make provision for cycle parking, and waste and recycling facilities
- protect the overall character of an area
- be supported by evidence there is no reasonable demand for the existing dwellinghouse

### Question HO 18

Do you agree with the suggested policy approach towards Houses in Multiple Occupation, as set out in HO 6 'Houses in Multiple Occupation' above? If not please suggest how it could be amended?



## 20 Gypsy and Traveller and Travelling Showpersons accommodation

### 20 Gypsy and Traveller and Travelling Showpersons accommodation

#### National policy

**20.1** NPPF requires that within the context of the local housing need for an area that the type and tenure of need of different groups should be considered. This includes the need for 'travellers' including for those who meet the definition set out in Planning Policy for Traveller sites. The government's aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life while respecting the interests of the settled community.

**20.2** Local plans should set pitch targets for gypsies and travellers and plot targets for Travelling Showpeople including for transit site provision. A five-year supply of deliverable sites should be identified with other sites or broad locations for the longer-term plan period. Criteria should be set to guide land supply allocations and criteria-based policies to guide decision making. When assessing the suitability of sites in rural or semi-rural settings the plan should ensure the scale of a site(s) does not dominate the nearest settled community. Traveller sites are classed as inappropriate development in the Green Belt although in exceptional circumstances they can be allocated in the Green Belt through the Local Plan.

**20.3** Where it is necessary to release Green Belt land for development, plans should give priority to previously developed and, then consider grey belt and then other Green Belt locations, taking account of the need to promote sustainable patterns of development. The 'golden rules' for development in the Green Belt set out in NPPF do not apply to traveller sites.

**20.4** Rural exception sites can be developed through allocations or policies specifically for small affordable sites in small rural communities. The site must be kept affordable in perpetuity for travellers with a local connection (small rural communities are defined as those designated Section 17 of the Housing Act and secondary legislation).

#### Evidence base

- Gypsy Traveller Accommodation Needs Assessment (GTANA) (in preparation)
- Planning Appeal [APP/C3620/W/24/3336607](#) (Appeal allowed: Development up to 446 dwellings with up to 0.2ha for traveller pitches (4 pitches)).

#### Key issues

- How to meet needs identified through the GTANA (in preparation) to ensure a plan-led approach to development.
- Where sites should be provided if not capable of being delivered within settlements or on suitable previously developed sites.
- Approach to Green Belt/grey belt.
- The Council identifying and delivering a transit site to help reduce and manage unauthorised encampments.

## Gypsy and Traveller and Travelling Showpersons accommodation 20

**Current adopted policy**

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">SOC 4 Gypsy and Traveller and Travelling Showpersons accommodation</a>	Sets out criteria for site allocations and that sites should be located outside the Green Belt.

**Suggested policy approach**

**20.5** The forthcoming Gypsy Traveller Accommodation Needs Assessment (GTANA) will identify future needs and will ask about potential existing site expansion and possible future sites as part of the survey work undertaken.

**20.6** The Council has provided, and continues to manage, two public sites but does not plan to expand these sites or provide new public sites. Therefore, future site provision will either be small privately owned sites or privately rented pitches or plots.

**20.7** Previously it has been difficult to identify sites through the local plan process to meet Traveller needs. It is suggested that on larger residential/mixed use sites that provision is made for a relatively small number of pitches to meet Traveller needs. Additionally, the expansion of current sites will be considered where appropriate to meet future needs.

**20.8** It is not proposed to develop a rural exception policy under the suggested policy approach, as there are very few areas suitable as identified through the legislation referenced in the Planning Policy for Traveller Sites (PPTS) guidance. See Housing (Right to Acquire or Enfranchise) (Designated Rural Areas in the North West and Merseyside) Order 1997 ([S.I. 1997/622](#)).

**20.9** National planning policy requires criteria to be provided for allocation of land for traveller sites although many of the criteria in the current policy relate to general development management concerns. As such, the approach will continue to reflect current Local Plan (Part One) policy SOC 4.

**20.10** The Council may seek to allocate land for a transit site or seek to provide a site via the planning application process should a public transit site be necessary.

**GT 1****Gypsy and Traveller and Travelling Showpersons accommodation**

The new policy will need to set out the criteria for the location of sites and identify sites/areas to meet the needs established through the Gypsy Traveller Accommodation Needs Assessment (GTANA) (in preparation).

The policy will set out how needs identified in the GTANA will be met for the first five years of the plan, and remainder of the plan period, including potentially requiring provision on larger residential sites.

The policy may need to include provision for Travelling Showpeople including for the safe storage and maintenance of equipment.

## 20 Gypsy and Traveller and Travelling Showpersons accommodation

### Question GT 1

Do you agree with the suggested policy approach towards Gypsy and Traveller and Travelling Showpersons accommodation, as set out in GT 1 'Gypsy and Traveller and Travelling Showpersons accommodation' above? If not please suggest how it could be amended?

### Question GT 2

If sufficient sites cannot be identified in settlements, should the new Local Plan prioritise non-Green Belt /grey belt locations?

### Question GT 3

Given the small scale of traveller sites, should sustainability tests be reduced so sites can be located away from identified settlements?

### Question GT 4

Should pitches / plots be required on large scale residential/housing sites or allocations?

### Question GT 5

If required as part of allocations or through policy is the threshold of four pitches for every 500 dwellings appropriate?

### Question GT 6

In relation to policy criteria for guiding the allocation of sites are there any locally specific issues that should be included in a policy?

### Question GT 7

Are there any areas of land you would like to put forward for allocation as a Traveller site? If yes please provide details.

## 21 Health and wellbeing

### National policy

**21.1** The NPPF has given a greater focus to health. The revisions to the NPPF specify that complying with the requirement for policies and decisions to aim to achieve 'healthy, inclusive and safe places' will be achieved through both 'promoting good health and preventing ill-health' and reducing 'health inequalities between the most and least deprived communities' (NPPF, paragraph 96)

**21.2** Paragraph 97 in the NPPF states that authorities should refuse applications for hot food takeaways and fast food outlets within walking distance of schools and other places where young people congregate, unless in a designated town centre, or in locations where there is evidence that a concentration of such uses has adverse impact on local health, pollution or anti-social behaviour.

**21.3** The NPPF also gives reference to open space and recreation. Paragraph 103 states that 'access to a network of high-quality open spaces and opportunities for sport and physical activity is important for the health and wellbeing of communities.'

### Evidence base

- [Local Plan Annual Monitoring Reports](#)
- [Public Health Annual Report](#)
- [Public Health Joint Strategic Needs Assessment \(JSNA\)](#)
- [Cheshire West and Chester 'Place Plan'](#)
- [Hot food takeaways guidance note 2023](#)

### Key issues

- Life expectancy in the borough compares well to national average however for women it is lower than national average in Winsford, Rural East and Ellesmere Port. Whilst life expectancy for all residents is improving, the rate of improvement is slower in more deprived areas.
- Fuel poverty is a concern in the borough, and it is a particular issue in rural areas.
- Deprivation is closely linked to health and wellbeing. There are areas in the borough with areas of significant deprivation having residents with poorer health and wellbeing.

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">SOC 5 Health and well-being</a>	Policy sets out support for proposals which will meet the health and wellbeing needs of the boroughs' residents.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 2 Impact on residential amenity</a>	Sets out new development will safeguard quality of life for residents and those living nearby.

## 21 Health and wellbeing

Local Plan	Policy reference	Policy summary
Local Plan (Part Two)	<a href="#">DM 4 Sustainable construction</a>	Requires a Construction Environmental Management Plan where a proposal will have significant adverse environmental effects during construction.
Local Plan (Part Two)	<a href="#">DM 29 Health impacts of new development</a>	Policy sets out that proposals should take reasonable opportunity to promote and positively contribute to the health of the borough in line with Local Plan (Part One) policy SOC 5.
Local Plan (Part Two)	<a href="#">DM 30 Noise</a>	In line with Local Plan (Part One) policy SOC 5, development must not give rise to significant adverse impacts on health and quality of life, from noise.
Local Plan (Part Two)	<a href="#">DM 31 Air quality</a>	Sets out where development must not give rise to significant adverse impacts on health and quality of life, from air pollution.
Local Plan (Part Two)	<a href="#">DM 32 Land contamination and instability</a>	Policy sets out where development proposals on land known or suspected to be contaminated must demonstrate that they will not give rise to significant adverse impacts on health.
Local Plan (Part Two)	<a href="#">DM 33 New or extension to hazardous installations</a>	Policy sets out where development proposals that either creates new hazardous installations or extends existing hazardous installations will be supported
Local Plan (Part Two)	<a href="#">DM 34 Development in the vicinity of hazardous installations</a>	Policy sets out that development in the vicinity of hazardous installations will be supported providing it would not result in a significant increase in the number of people being subjected to threshold levels of risk.



### **Suggested policy approach**

**21.4** The health and wellbeing of our residents is a prime concern of the Council. Promotion of health and wellbeing is key throughout the new Local Plan. The policy approach will seek to promote greater quality of developments including patterns, types and nature of such as well as restricting development that gives rise to significant adverse impacts on health and quality of life and will be in general conformity with the NPPF (paragraphs 96-102 ).

**21.5** For the most effective approach, we could see a combining of Local Plan (Part 1) policy SOC 5 and Local Plan (Part 2) policies DM 2, DM 4, DM 29, DM 30, DM 31 and DM 32. A possible policy approach is set out below. The Council has prepared an advice note that provides detailed guidance on the consideration of proposals for hot food takeaways and the use of 400 metre zone around secondary schools and colleges.

## 21 Health and wellbeing

### HW 1

#### Health and wellbeing

To meet the health and wellbeing needs of our residents, proposals will be supported that provide new or improved health facilities across the borough, supports improved links to healthcare in rural areas and promotes safe and accessible environments and developments.

Proposals should also aim to promote high quality access to green space across the borough that will support opportunities to widen and strengthen the boroughs cultural, sport, recreation and leisure offer.

Development proposals that give rise to significant adverse impacts on health and quality of life including residential amenity, will not be supported.

Where the Council considers it likely that the proposal will result in significant adverse environmental effects during the construction phase a Construction Environmental Management Plan (CEMP) will be required.

#### Health impacts of new developments

Development proposals should take every reasonable opportunity to promote and positively contribute to the health of the borough by submitting a statement considering the health implications of new build commercial and residential development.

Developments should support and protect cultural, sport, recreation and leisure facilities that are valued by the local community.

Where development is likely to have a significant impact, including any cumulative impacts on public health, it must be demonstrated how health and wellbeing has been considered through an assessment

Applications that are likely to have a significant health impact must make a positive contribution to health and wellbeing and any negative impacts need to be mitigated.

#### Impact on residential amenity

All proposals for new development will be expected to safeguard the quality of life for residents within the development and those nearby. Development will only be supported where it does not result in a significant adverse impact upon the residential amenity of the occupiers of existing properties or future occupiers of the proposed development.

Issues impacting residential amenity include, but are not limited to outlook, privacy, light, noise and odour.

Residential development must include an appropriate quantity and quality of outdoor private amenity space, having regard to the type and size of the proposed development.

#### Noise

Development which generates noise or is sensitive to it, will only be permitted where it does not have an unacceptable adverse impact on human health or quality of life.

It is expected that demolition and construction work shall be carried out during normal working hours, unless it can be demonstrated that significant adverse impact on residential amenity is unlikely.

The Council must be satisfied that the proposed location of any construction or demolition site compound will minimise the noise impact on neighbouring residential uses.

### **Air quality**

Development must not give rise to significant adverse impacts on health and quality of life from air pollution. An air quality assessment will be required for development proposals that have the potential for significant air quality impacts, including those which are classed as major development with the potential for significant emissions and those that are likely to expose people to existing sources of air pollutants.

Applicants must demonstrate that appropriate mitigation will be provided to ensure that the new development is appropriate for its location and unacceptable risks are avoided.

### **Land contamination and instability**

Development proposals on land known or suspected to be unstable or contaminated must demonstrate that they will not give rise to significant adverse impacts on health, controlled waters, ecological receptors, property and quality of life.

Development on previously developed sites, adjacent to suspected contaminated land or adjoining/adjacent to a landfill site may need to be supported by an appropriate contamination assessment that clearly demonstrates that the risk from contamination can be successfully mitigated and managed over the lifetime of the development.

In areas of potential land instability, an assessment should be made to ensure that the land is suitable for the proposed development and that development can be undertaken, occupied and used without risk to people and property resulting from underground conditions. Areas of potential land instability will include those of vulnerable topography or geology, with evidence of brine and salt extraction, past or potential future natural subsidence due to salt erosion and coal mining.

Development must not result in an increased risk of subsidence or land instability on the site or in the surrounding area.

Please refer to section MS 1 'Minerals supply' for further policy guidance relating to the supply of land won aggregate and for guidance as to where mineral applications which may impact land contamination and stability will be supported.

### **Hazardous installations – development and extensions**

Hazardous substances consent or development proposals in the vicinity of hazardous installations which creates new hazardous installations, extends existing hazardous installations will be supported providing that they do not result in a significant increase in the number of people being subjected to threshold levels of risk.

## 21 Health and wellbeing

Applications for underground hazardous waste storage will be supported providing it is demonstrated that it is the most sustainable option, that ground stability would not be affected and that mineral reserves would not be sterilised.

### Question HW 1

Do you agree with the suggested policy approach towards health and wellbeing, as set out in HW 1 'Health and wellbeing' above? If not, please suggest how it could be amended?

### Question HW 2

Do you have any thoughts on the threshold of the health impact assessment requirement?

### Question HW 3

Should we consider reviewing the separation distances between facing windows of main habitable rooms, as set out in current Local Plan (Part Two) policy [DM 2 Impact on residential amenity](#), and include them in a policy in the new Local Plan?

### Question HW 4

What is an appropriate quantity of outdoor amenity space to be provided in new developments? What approach should we apply to apartments/flats?

### Question HW 5

Would it be useful for elements of the Council's [Hot food takeaways guidance note 2023](#) to be added to the policy approach? Please specify which elements?

## Open space, sport, recreation and community facilities 22

## 22 Open space, sport, recreation and community facilities

### National policy

**22.1** NPPF supports planning policies which promote healthy and safe communities that include “high quality public space, which encourage the active and continual use of public areas.” NPPF also supports policies that “enable and support healthy lives, - for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.”

**22.2** NPPF states planning policies should be based on robust and up-to-date assessments of the need for open space, sport and recreation facilities (including quantitative or qualitative deficits or surpluses) and opportunities for new provision. Existing open space, sports and recreation facilities should be protected unless surplus or replaced.

**22.3** Planning Practice Guidance highlights the importance of open space as a component in the achievement of sustainable development.

### Evidence base

- [Open Space Study 2016 – 2030](#)
- [Playing Pitch Strategy and Action Plan 2021](#)
- [Playing Pitch Strategy Update Report 2025](#)
- [Local Plan Annual Monitoring Reports](#)
- [Natural England Green Infrastructure Framework](#)

### Key issues

- Ensuring good quality sports and leisure facilities are accessible to local residents.
- Ensuring new development contributes to the health and wellbeing of residents.
- Ensuring all typologies open space, sport and recreation are delivered across the Borough to meet standards.
- The emerging Cheshire and Warrington Local Nature Recovery Strategy – A key theme of the draft strategy is ‘more, bigger and joined up green infrastructure’.

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">SOC 5 Health and well-being</a>	Policy sets out support for proposals which will meet the health and wellbeing needs of the boroughs’ residents.
Local Plan (Part One)	<a href="#">SOC 6 Open space, sport and recreation</a>	Seeks to protect and enhance open space and ensures provision of open space, sports and recreations facilities to meet needs arising from new development.



## 22 Open space, sport, recreation and community facilities

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 35 Open space provision in new residential development</a>	Open space provision in new residential development to meet open space quantity standards.
Local Plan (Part Two)	<a href="#">DM 36 Provision for sport and recreation</a>	Provision for sport and recreation to meet current and projected need.
Local Plan (Part Two)	<a href="#">DM 37 Recreational routeways</a>	Seeking development adjacent to Public Rights of Way, footpaths, bridleways, cycle routes, canals and waterways to enhance/extend.
Local Plan (Part Two)	<a href="#">DM 39 Culture and community facilities</a>	Supporting suitable culture and community facilities within urban areas.

### Suggested policy approach

**22.4** We consider the new Local Plan should seek to protect, manage and enhance existing open spaces, sport, recreation and community facilities and to provide a network of diverse, multi-functional open spaces as set out in current Local Plan (Part One) policy SOC 6.

**22.5** The suggested approach is to retain the current approach in Local Plan (Part One) policy SOC 6 and update to incorporate the specific content of Local Plan (Part Two) policy DM 35, which deals with open space and new development, Local Plan (Part Two) policy DM 36 with regard to sport and recreation facilities, and Local Plan (Part Two) policy DM 37 which protects the range of recreational routeways in Cheshire West from any harmful impacts arising from new development.

## Open space, sport, recreation and community facilities 22

**OS 1****Open space, sport and recreation**

The suggested approach is to retain Local Plan (Part One) policy SOC 6, and combine with elements of Local Plan (Part Two) policies DM 35, DM 36 and DM 37.

The policy approach will continue to protect, manage and enhance existing open spaces, sport and recreation facilities to provide a network of diverse, multi-functional open spaces, ensuring that any policy wording will continue to:

1. Support proposals that improve the quality and quantity of accessible open space, sport and recreation. This should include the improvement of the network of existing open spaces and improving accessibility to green corridors, and enhancing biodiversity in line with the suggested policy approach in GI 1 'Green infrastructure, biodiversity and geodiversity'
2. Prevent development if it results in substantial harm to or total loss of an existing open space, sport and recreation facility.
3. Outline the circumstances where development involving the loss of existing open space, sport and recreation facilities will be supported. This should include where there is a better replacement, surplus, or compensatory facilities are provided.
4. Require that all major residential development makes provision for open space in accordance with the current open space quantity and accessibility standards and onsite thresholds as set out in current [Local Plan \(Part Two\) policy DM 35](#) (including that all forms of residential development, including older person, student and extra-care schemes should make provision for open space).
5. Developer contributions will be required for playing pitches based on the additional demand generated by new residential development having regard to Sport England's planning tools and the latest [Playing Pitch Strategy](#).
6. Open space provision in new developments should be sought in the following order: on site, off-site, a financial contribution.

**Recreational routeways**

The suggested approach is to retain and update where necessary the current approach in Local Plan (Part Two) policy DM 37 which protects the range of recreational routeways in Cheshire West from any harmful impacts arising from new development.

Proposals that enhance public access and the recreation value of the recreational routeway network will be supported.

Strategic recreational routeways of particular importance within the borough, will be identified on the policies map.

## 22 Open space, sport, recreation and community facilities

### Question OS 1

Do you agree with the suggested policy approach towards open space, sport and recreation, as set out in OS 1 'Open space, sport and recreation' above? If not please suggest how it could be amended?

### Question OS 2

Are the current thresholds for developer contributions for open space and playing pitches suitable, or do you have any comments or suggestions for what they should be?

### Question OS 3

Is the current evidence sufficient or does it require updating (Open Space Study and Playing Pitch Strategy)?

### Question OS 4

Should the policy approach be more flexible in the order provision of open space in new developments? If yes, do you have any suggestions how this could be achieved?

**22.6** We believe that the new Local Plan should seek to protect, manage and enhance facilities to meet the needs of different groups in the community as set out in current Local Plan (Part One) policy SOC 5.

**22.7** The policy approach will continue to support the development of new community facilities and protect the loss of existing facilities, unless demonstrated that it is surplus or not capable of continued use by retaining, and updating where necessary, the content of Local Plan (Part Two) policy DM 39.

## Open space, sport, recreation and community facilities 22

**OS 2****Cultural and community facilities**

The suggested approach is to retain and update, where necessary, Local Plan (Part Two) DM 39 ensuring that any policy wording will continue to:

1. Avoid the loss of community and cultural facilities
2. Support proposals for new or improved community facilities and cultural or local services that serve the local community
3. Provide an appropriate mechanism for schools (and other community facilities) to secure pay and play community access for sport and recreation through a community use agreement.
4. Outline and clarify the circumstances where development involving the loss of existing community facilities, cultural or local services will be supported. This should include: where there is a surplus; the facility is no longer capable for use; the facility forms part of a larger community scheme; and/or compensatory facilities are provided.

**Question OS 5**

Do you agree with the suggested policy approach towards cultural and community facilities, as set out in OS 2 'Cultural and community facilities' above? If not please suggest how it could be amended?

## 23 Flood risk and water management

### 23 Flood risk and water management

#### National policy

**23.1** NPPF is clear that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. All plans should apply a sequential, risk-based approach to the location of development, taking into account all sources of flood risk and the current and future impacts of climate change so as to avoid, where possible, flood risk to people and property.

**23.2** Strategic policies should be informed by a strategic flood risk assessment and should manage flood risk from all sources.

**23.3** Development which could affect drainage on or around the site should incorporate sustainable drainage systems (SuDs) unless there is clear evidence that this would be inappropriate. SuDs should also provide multifunctional benefits wherever possible, through facilitating improvements in water quality and biodiversity, as well as benefits for amenity.

**23.4** Planning policies should contribute to and enhance the natural and local environment helping to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans (NPPF paragraph 187e).

#### Evidence base

- Cheshire West and Chester Strategic Flood Risk Assessment (SFRA) (update in preparation)
- [Cheshire West and Chester Surface water management and Sustainable Drainage Systems \(SuDS\) Guidance](#)
- [Cheshire West and Chester Borough Council preliminary flood risk assessment \(2017\) North West River Basin District preliminary flood risk assessments](#)
- [Cheshire West Local Flood Risk Management Strategy \(2016\)](#) (Update in preparation)
- [Cheshire West and Warrington Local Natural Recovery Strategy](#)
- [Water Resource Management Plans:](#)

#### Key issues

- The Council is currently preparing an update to the Strategic Flood Risk Assessment (SFRA), to collate information on all known sources of flooding that may affect existing or future development within the borough.
- Ensuring that all new development is directed away from areas of highest risk of flooding (with an emphasis that this should be flooding from all sources) following the sequential and exceptions tests where applicable.
- Ensuring that all applications (not just major developments) which could affect drainage on or around the site incorporate SuDs.
- Promote the multifunctional benefits of SuDs to provide improvements to water quality, biodiversity and amenity to deliver high quality, interconnected and multifunctional green and blue infrastructure.
- Ensuring the existing flood storage area (Finchett's Gutter) is retained. If needed, additional areas will be safeguarded informed by the update to the SFRA, LFRMP in liaison with the LLFA and Environment Agency.
- Ensuring that development proposals and the quantum of development proposed does not cause unacceptable deterioration to water quality or have an unacceptable impact on water quantity (including drinking water supplies) or waste water infrastructure capacity.



## Flood risk and water management 23

## Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">ENV 1 Flood risk and water management</a>	Seeks to reduce flood risk, promote water efficiency measures, and protect and enhance water quality.
Local Plan (Part Two)	<a href="#">DM 40 Development and flood risk</a>	Sets out the requirement (where necessary) for a borough-wide sequential test and sequential approach at site level. The policy also lists the requirements of a site-specific flood risk assessment.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 41 Sustainable Drainage Systems (SuDS)</a>	Sets out the requirements for managing drainage and surface water from new developments through the implementation of SuDs.
Local Plan (Part Two)	<a href="#">DM 42 Flood water storage</a>	Sets out the requirements for development within or adjacent to a flood water storage area.
Local Plan (Part Two)	<a href="#">DM 3 Water quality, supply and treatment</a>	Sets out that development proposals will be supported where it can be demonstrated that the proposal will not cause unacceptable deterioration to water quality or have an unacceptable impact on water quantity or waste water infrastructure capacity.

## Suggested policy approach

**23.5** The existing policy approach in Local Plan (Part One) policy ENV 1, which seeks to reduce flood risk, promote water efficiency measures, and protect and enhance water quality will be retained and updated.

**23.6** The suggested policy approach is to amend and update Local Plan (Part One) policy ENV 1 to incorporate the Local Plan (Part Two) policies DM 40, DM 41, DM 42 and DM 43 to ensure that:

- the risk of flooding from all sources arising from new development is minimised;
- the outputs from the SFRA update (2025) (in preparation), are used to identify areas of highest risk of flooding from all sources;
- the policy is aligned with the application of the sequential and exceptions tests set out in the National Planning Policy Framework and planning practice guidance;

## 23 Flood risk and water management

- the requirements for a site-specific flood risk assessment (FRA) are clearly set out;
- the removal of the requirement, in current Local Plan (Part One) policy ENV 1 and Local Plan (Part Two) policy DM 41, for Sustainable Drainage Systems (SuDS) to be limited to major development in line with NPPF. The suggested policy approach should ensure that new development is designed to manage surface water run off through the use of SuDS, unless there is clear evidence that this would be inappropriate;
- where needed, additional flood storage areas are designated in liaison with the Environment Agency (EA) and Lead Local Flood Authority (LLFA);
- high quality, interconnected and multifunctional green and blue infrastructure are delivered in accordance with the Local Nature Recovery Strategy (LNRS);
- development proposals do not cause unacceptable deterioration to water quality or have an unacceptable impact on water quantity (including drinking water supplies) or wastewater infrastructure capacity.

**FW 1****Flood risk and water management****Flood risk**

- Where relevant all development must consider its vulnerability to flooding, taking account of all sources of flood risk and the impacts of climate change.
- Apply a borough wide Sequential Test where required in line with the National Planning Policy Framework (NPPF) and the Planning Practice Guidance (PPG). Proposals for development must seek to utilise land at lowest risk of flooding from all sources.
- In the application of the sequential test the search for alternative sites should be borough-wide and should not be restricted to sites only capable of accommodating the proposed scale of development. Opportunities to provide development on more than one, sequentially preferable site should be explored where suitable. More guidance on the application of the sequential test is anticipated in future updates to the Flood Risk and Coastal Change PPG.
- Where development is necessary in areas of greater flood risk, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- Where required, the Exception Test will also be applicable in line with the NPPF and the PPG. Flood resilient construction should be utilised to manage any residual risk.
- For development proposals where only part of the site is affected by flooding, including any future flood risk, a sequential approach should be applied to the layout of development avoiding vulnerable uses and site accesses being located in areas at higher risk. If this is achieved, a sequential test may not be necessary and will be subject to case by case assessment.
- The assessment of flood risk in relation to any proposed development, should take into account the Cheshire West and Chester Strategic Flood Risk Assessment (SFRA) update (in preparation at the time of writing) and its mapping in addition to the updated mapping provided nationally through the national flood risk assessment (NaFRA2) (Environment Agency).

**Flood Risk Assessment**

- The policy will set out the requirements for a site-specific flood risk assessment in line with NPPF and PPG.

**Sustainable Drainage**

The policy will detail the standards and requirements to manage surface water drainage effectively and reduce the risk of flooding elsewhere including:

- how surface water runoff should be appropriately managed (in accordance with the Cheshire West and Chester Sustainable Drainage Systems (SuDS) Guidance or any subsequent replacement standards;
- how development proposals should manage and discharge surface water through a sustainable drainage system (SuDS). The preference will be for new development to incorporate surface level SuDS with multi-functional benefits, as opposed to underground tanked storage systems, for the management of surface water;
- the requirement for approved development proposals to be supplemented by appropriate maintenance and management regimes for surface water drainage schemes;

## 23 Flood risk and water management

- that development proposals should not result in the loss of open watercourse, and culverts should be opened wherever possible;
- the use of SuDS to enhance the site design and sense of place and where it is incorporated in open space, provide a safe naturalised system without the need for fencing or barriers in line with the Design Code.

### Flood Storage

- The outputs from the SFRA update will be used to identify the need for additional flood storage areas in liaison with the LLFA and EA.

### Natural flood management

The policy will detail the standards and requirements to deliver natural flood management solutions in accordance with the Local Nature Recovery Strategy (LNRS) including:

- the design and layout of the SuDS to prioritise nature-based solutions and be designed to incorporate surface water management features as green and blue infrastructure wherever possible; maximising multifunctional benefits for biodiversity, amenity, cooling and water quality;
- the requirement for natural flood management features such as SuDS to be incorporated into design of schemes providing amenity value and / or biodiversity improvements;
- the requirement for watercourses and riverside habitats to be conserved and enhanced, where necessary through management and mitigation measures.

### Water quality, supply and treatment

- The current policy requirements to ensure that development proposals do not cause unacceptable deterioration to water quality or have an unacceptable impact on water quantity (including drinking water supplies, water for industry and managing drought) or wastewater infrastructure capacity will be retained.

### Question FW 1

Do you agree with the suggested policy approach towards flood risk and water management, as set out in FW 1 'Flood risk and water management' above? If not please suggest how it could be amended?

### Question FW 2

Should the SuDs element of the suggested policy approach include a requirement for nature-based solutions to maximise multifunctional benefits?

### Question FW 3

Should new areas for flood storage be identified and designated?

**Question FW 4**

How should the new Local Plan address any potential future impacts on water quality, supply or waste water infrastructure?



## 24 Landscape

### 24 Landscape

#### National policy

**24.1** NPPF paragraph 187 recognises that Local Plan policies should enhance the natural environment including protecting and enhancing valued landscapes. Policies for new developments should respond to local character, including the surrounding built environment and landscape setting. This should be supported by a Landscape Character Assessment and / or a Landscape Study. NPPF applies great weight to enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest status of protection in relation to these issues. Development should be limited within all these designated areas.

#### Evidence base

- Cheshire West and Chester Landscape Strategy 2016 – Local Landscape Character Assessment [Part 1](#) and [Part 2](#)
- [Local Landscape Designations: Areas of Special County Value in Cheshire West and Chester](#)
- [Landscape Sensitivity Study and Guidance on Wind and Solar Photovoltaic Developments](#)
- [Identification of Key Settlement Gaps Outside the Green Belt in Cheshire West and Chester - 2016](#)

#### Key issues

- Consider if key settlement gaps are still necessary and if so, whether they need reviewing.
- Consider whether ASCVs are still necessary and if so, whether they need reviewing.
- A potential National Landscape (AONB) in Cheshire West.
- Renewables can cause landscape harm, and the need to consider whether a dispensation should be made.
- How to link the new Local Plan policy to the emerging borough-wide Design Code that is in preparation.

#### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (part One)</a>	<a href="#">ENV 2 Landscape</a>	Protects and wherever possible enhance landscape character through identification of key gaps in the Local Plan (Part Two), supporting the designation of Local Green Space and protecting the character of the borough's estuaries and undeveloped coast.
<a href="#">Local Plan (Part Two)</a>	<a href="#">GBC 2 Protection of landscape</a>	Protects countryside and landscape character, and defines Areas of Special County Value for protection and enhancement.

Local Plan	Policy reference	Policy summary
Local Plan (Part Two)	<a href="#">GBC 3 Key settlement gaps</a>	Defines key settlement gaps, where development is only supported where it does not harm the separation or identity function.

### Suggested policy approach

**24.2** We believe that the new Local Plan should seek to protect and enhance landscape character through mechanisms such as key settlement gaps and Local Green Space. Local Plan (Part One) Policy ENV 2 currently seeks to deliver this goal in combination with detailed Local Plan (Part Two) policies GBC 2) and GBC 3.

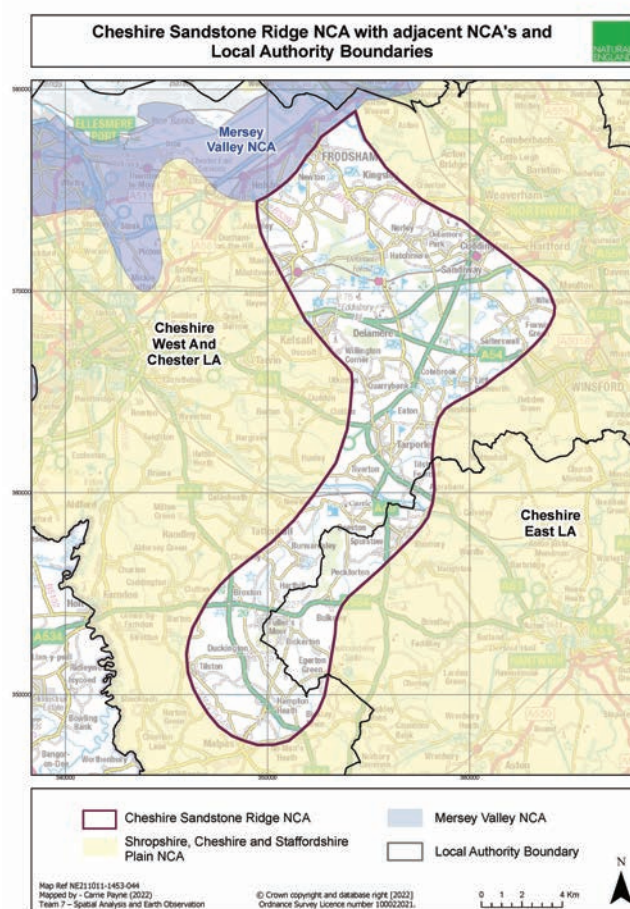
**24.3** Key settlement gaps around settlements are recognised in Local Plan (Part One) policy ENV 2, and Local Plan (Part Two) GBC 3 as an important mechanism for protecting local distinctiveness and preserving the character of the landscape. At the time of preparing Local Plan Part One, the approach avoided identifying key gaps in the Green Belt, however with recent changes to national Green Belt policy, we think that there may be an enhanced role of key settlement gaps in the new Local Plan.

**24.4** Natural England have been investigating whether the Sandstone Ridge should be designated as an Area of Outstanding Beauty (National Landscape). The area being reviewed relates to the Cheshire Sandstone Ridge national landscape character area which runs from Helsby/ Frodsham in the north to the Peckforton/ Bickerton area and includes land within the adjoining borough of Cheshire East. Natural England will consider whether any areas have sufficient natural beauty to be considered outstanding as well as the desirability of designation.

**24.5** There are a number of Areas of Special County Value (ASCV) that cover the Ridge but not all parts of the area under consideration are covered. The consultation is seeking views on how, pending final decisions on designation, the area can be protected. When landscape evaluation work is published by Natural England this will help inform the best approach.

**24.6** The suggested approach would retain and combine Local Plan (Part One) policy ENV 2 and Local Plan (Part Two) policy GBC 3. Local Plan (Part Two) policy GBC 2 relating to Areas of Special County Value would be retained and updated as necessary. Under both policy approaches we will have to consider how best to integrate a potential National Landscape designation.

Map 24.1 Cheshire Sandstone Ridge



## 24 Landscape

### LA 1

#### Landscape

The suggested approach is to retain Local Plan (Part One) policy ENV 2, and combine with elements of Local Plan (Part Two) policy GBC 3 ensuring that any policy wording will continue to:

1. Protect and, wherever possible, enhance landscape character and local distinctiveness;
2. Prevent development in previously identified key gaps, as currently defined in [Local Plan \(Part Two\) policy GBC 3](#) between settlements outside the Green Belt, proposals should only be supported where it does not harm the settlement separation and identity functions of the gap. Development within key settlement gaps will only be supported where it would not lead to coalescence, increase the intervisibility between settlement edges, harm the undeveloped character or materially alter historic form of the settlements;
3. Support the designation of Local Green Space and protect the character of the borough's estuaries and undeveloped coast;
4. Support proposals that take full account of the characteristics of the development site, its relationship with its surroundings and views into, over and out of the site;
5. Recognise, retain and incorporate features of landscape quality into the design of new developments, taking account of the Council's borough-wide Design Code.

The identification of additional/ new key settlement gaps may be considered.

Consider the best approach to any future National Landscape designation.

#### Question LA 1

Do you agree with the suggested policy approach towards landscape, as set out in LA 1 'Landscape' above? If not please suggest how it could be amended?

#### Question LA 2

Should the key settlement gaps currently defined in Local Plan (Part Two) policy GBC 3 be reviewed? Could they be expanded, and/or should new key settlement gaps be identified in the Green Belt, or other areas to help protect the character of settlements?

#### Question LA 3

In advance of any formal designation of national landscape, how should the Local Plan deal with it?

**24.7** The policy approach will continue to seek to protect Cheshire West's landscape character and distinctiveness by retaining, and updating where necessary, the content of Local Plan (Part Two) policy GBC 2.

## LA 2

### Areas of Special County Value

The suggested approach is to retain and update, where necessary, Local Plan (Part Two) GBC 2 ensuring that any policy wording will continue to:

1. Protect and, wherever possible, enhance existing Areas of Special County Value (ASCV) as currently defined in [Local Plan \(Part Two\) policy GBC 2](#);
2. Ensure development in or affecting the setting of an Area of Special County Value integrates into the landscape character of the area, is designed to take account of guidance in the Landscape Strategy and improves the landscape character and appearance.

ASCVs would continue to be identified on the policies map and are designated for their special landscape character and scenic value.

Consider the best approach to any future National Landscape designation.

### Question LA 4

Do you agree with the suggested policy approach towards landscape, as set out in LA 2 'Areas of Special County Value' above? If not please suggest how it could be amended?

### Question LA 5

Should the Areas of Special County Value currently defined in Local Plan (Part Two) policy GBC 2 be reviewed and updated?

## 25 Green infrastructure, biodiversity and geodiversity

### 25 Green infrastructure, biodiversity and geodiversity

#### National policy

**25.1** NPPF supports planning policies that contribute to and enhance the natural and local environment and states that plans should specifically protect and enhance biodiversity and geodiversity. NPPF paragraph 192 promotes the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species, and the need to identify and pursue opportunities for securing measurable net gains for biodiversity.

**25.2** The Environment Act (2021) prioritises clear statutory national targets for environmental recovery, prioritising four areas – air quality, biodiversity, water quality and waste. It strengthens the biodiversity duty on local authorities to conserve and enhance biodiversity. The Act also called for local recovery strategies for all areas in England – The Local Nature Recovery Strategy (LNRS) defines priorities for nature's recovery and maps the most valuable areas for nature proposals for creating or improving habitat for nature. The act legislated the mandatory need for biodiversity net gain (BNG) - the biodiversity value of proposed developments to exceed the pre-development biodiversity value of the onsite habitat by at least 10%.

**25.3** Natural England's Green Infrastructure Standards (2023) define what good green infrastructure 'looks like' for local planners. The standards help deliver the 15 Green Infrastructure Principles and aid planning strategically to deliver multiple benefits for people and nature.

**25.4** The highest national environmental designations in the UK, alongside National Parks, are Areas of Outstanding Natural Beauty (AONB), Sites of Significant Scientific Interest (SSSI), National Nature Reserves, and Heritage Coasts. Cheshire West and Chester has no National Parks or AONB's but has 28 Sites of Special Scientific Interest; 443 Local Wildlife Sites; 39 Areas of Nature Conservation Value; 6 Local Nature Reserves; 6159 hectares of woodland and 31 Biodiversity Action Plan habitats. Cheshire West and Chester also has several Natural 2000 sites within the borough, these include Special Protection Areas, Special Areas of Conservation and Ramsar sites.

#### Evidence base

- [Cheshire and Warrington Local Natural Recovery Strategy \(LNRS\)](#) (in preparation)
- [Interim Biodiversity Net Gain and Ecological Networks guidance note](#)
- [The Mersey Forest Plan](#)
- [Local Plan Annual Monitoring Reports](#)
- [Reporting biodiversity duty actions \(GOV.uk\)](#) (Biodiversity Net Gain Report in preparation)

#### Key issues

- Delivering mandatory 10% biodiversity net gain is not included in current Local Plan policy.
- Emergence of Local Nature Recovery Strategy (LNRS) – Not included in current Local Plan policy and how the emerging LNRS interacts with the borough's ecological network.
- Interaction between current Local Plan (Part Two) policy DM 44 mitigation hierarchy and BNG mitigation hierarchy - first step keeping biodiversity in Cheshire West and Chester, and the second step expanding to the wider LNRS area.
- Ensuring biodiversity compensation is delivered within Cheshire West and Chester.
- Whether existing Local Plan policy goes far enough with requirements relating to biodiversity, geodiversity and green infrastructure following the Council's declared climate emergency and considerable national losses to biodiversity.



## Green infrastructure, biodiversity and geodiversity 25

## Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">ENV 3 Green infrastructure</a>	Supports the creation, enhancement, protection and management of a network of high-quality multi-functional green infrastructure by incorporating new/enhancing green infrastructure in new development and increasing tree and woodland planting.
Local Plan (Part One)	<a href="#">ENV 4 Biodiversity and geodiversity</a>	Aims to safeguard and enhance biodiversity and geodiversity, there should be no net loss of natural assets and that new development should seek to provide net gains within the borough's designated site network.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 44 Protecting and enhancing the natural environment</a>	Supports development where there is no net loss of natural assets and deliver gains, where losses occur, the mitigation hierarchy is applied, with compensatory measures only considered as a last resort. Development impacting protected sites, habitats and species must be accompanied by an Ecological assessment.
Local Plan (Part Two)	<a href="#">DM 45 Trees, woodland, hedgerows</a>	Supports development where it conserves/ enhances existing trees, woodlands, orchards, hedgerows. Where lost, trees should be replaced at a ratio of 2:1. Supports the aims and policies of the Mersey Forest Plan, the plan areas is shown on the policies map.

## Suggested policy approach

**25.5** The new Local Plan should support the creation, enhancement and protection of biodiversity, geodiversity and green infrastructure as currently covered in Local Plan (Part One) policies ENV 3 and ENV 4.

## 25 Green infrastructure, biodiversity and geodiversity

**25.6** The suggested approach is to retain the overall content of Local Plan (Part One) policies ENV 3 and ENV 4 while combining elements of Local Plan (Part Two) policies DM 44 and DM 45 to create a new green infrastructure, biodiversity and nature policy, which includes the protection elements of ENV 4 and DM 44 and the following recommendations from the Local Nature Recovery Strategy regarding: peat, Sustainable Drainage Systems (SUDs), tree cover, hedgerows, invasive species, and agricultural land as set out below.

## Green infrastructure, biodiversity and geodiversity 25

## GI 1

**Green infrastructure, biodiversity and geodiversity**

The suggested approach is to combine Local Plan (Part One) policies ENV 3 and ENV 4, with elements of Local Plan (Part Two) policies DM 44 and DM 45, to create a single new green infrastructure, biodiversity and nature policy.

The new policy will continue to safeguard and enhance biodiversity, geodiversity, green infrastructure and protect designated sites. Any policy wording should ensure that proposals for new development must:

1. Not result in any net loss of natural assets and deliver a net gain, in line with national policy.
2. Continue to protect designations of international, national and local importance, irreplaceable habitats.
3. Continue to protect protected/priority species and geodiversity.
4. Be accompanied by sufficient information that complies with industry best practice and guidance.

The new policy wording should also remove reference to the Borough's ecological network and set a focus for contributions to be led by the Local Nature Recovery Strategy (LNRS).

**Biodiversity**

The new policy should detail what is expected in terms of the protection and enhancement of protected sites, habitats and species, to be supported by sufficient information and following the mitigation hierarchy.

A link to the LNRS will be included with the following outputs providing policy sections:

1. **Local Nature Recovery Network** - Ensure that proposals within or adjacent (within a 15 metre buffer) to either areas of opportunity or designated areas identified in the LNRS, developers will need to look at opportunities for nature recovery in line with the LNRS. The Opportunity Areas and Designated Areas will be included as part of the policies map.
2. **Peat** - Additional policy wording to include that peat should be protected from disturbance or loss from new development, to avoid the release of carbon into the atmosphere. Development proposals on areas of known or suspected peat will require ground investigation as part of the planning application process. Any peat near to the surface with the potential to be restored must be protected. In areas of deep peat, peatland must be protected from compaction and drying out.
3. **SUDs and Natural Flood management** - The new policy will detail the standards and requirements to deliver natural flood management solutions in accordance with the LNRS in order to manage flood risk, enhance biodiversity, improve water quality and promote amenity spaces. This will link to policy approach FW 1 'Flood risk and water management'.
4. **Tree cover** - The suggested policy approach will retain parts of Local Plan (Part Two) policy DM 45 relating to the replacement tree ratio and add detail such as tree species and quantity. New policy wording will broaden the current policy approach and improve and maintain tree canopy cover within the borough on a strategic level. This would refer to a 'league table' of wards with low tree cover, where development in these wards will need to provide additional green space as would normally be required, with low performing wards prioritised for new tree planting. The aim is to get all wards to a minimum of 16% tree cover.

## 25 Green infrastructure, biodiversity and geodiversity

5. **Hedgerows** - The new policy will require that all external edges of all new development have hedgerows as part of a comprehensive landscape scheme, this would be secured with an agreement specifying type/species and nature of hedgerow.
6. **Invasive species** - The new policy will provide a list of invasive species that present a risk to local biodiversity, and would require developers to investigate and deal with invasive species where present on new development sites.
7. **Agricultural land** - The new Local Plan would seek to discourage the loss of higher grade agricultural land as a result of development. The policy should continue to protect the best and most versatile agricultural land.

### Question GI 1

Do you agree with the suggested policy approach towards green infrastructure, biodiversity and geodiversity, as set out in GI 1 'Green infrastructure, biodiversity and geodiversity' above? If not, please suggest how it could be amended?

### Question GI 2

Should new development contribute to woodland in Cheshire West and Chester? 5. Is a 2:1 ratio enough for a tree replacement policy?

### Question GI 3

Should new Local Plan policy go above the 10% mandatory biodiversity net gain set nationally?

### Question GI 4

What could the new Local Plan do to support the Mersey Forest?

### Question GI 5

Should functionally linked land be covered in new Local Plan policy?

## 26 Historic environment

### National policy

**26.1** The NPPF notes that heritage assets are an irreplaceable resource and these valuable assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.

**26.2** Local Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats.

### Evidence base

- [CW&C Heritage Strategy Consultation](#) (in preparation)
- [Cheshire Historic Environment Record](#)
- [Cheshire Historic Towns Survey](#)
- [Conservation area appraisals](#)
- [Chester Characterisation Study 2012](#)

### Key issues

- Cheshire West and Chester has a unique and significant historic legacy and a wealth of heritage assets of international, national and local significance.
- The wording of the NPPF in relation to 'preserving or enhancing the character/significance and conserving the significance of heritage assets' has changed since Local Plan (Part One) policy ENV 5 was written. The content of Local Plan (Part One) policy ENV 5 will therefore need updating to reflect this.
- A Heritage Strategy for Cheshire West and Chester (From Our Past, Towards Our Future – A Heritage Strategy for Cheshire West and Chester) is being developed which identifies a number of action areas to achieve the objectives of the strategy including:
  - Proactivity, leadership, and investment
  - Safeguarding heritage for the future
  - Championing diverse heritage for a diverse borough
  - Supporting local identity, connections, and placemaking
  - Using heritage resources to help tackle climate change
  - Unlocking the economic potential of our heritage
  - Engaging the wider public
- The suggested policy approach should continue to acknowledge the significance of the archaeological resource in Chester.

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">ENV 5 Historic environment</a>	Sets the strategy for the protection, safeguarding and enhancement of both designated and non-designated heritage assets and the character and



## 26 Historic environment

Local Plan	Policy reference	Policy summary
		setting of areas of acknowledged significance.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 46 Development in conservation areas</a>	Sets the requirements for development in Conservation Areas in the context of the desirability of preserving or enhancing the character or appearance of that area, taking account of the significance of heritage assets.
Local Plan (Part Two)	<a href="#">DM 47 Listed buildings</a>	Sets the requirements for development affecting Listed Buildings in the context of conserving the significance of a listed building and its setting, securing its optimum viable use and preserving or enhance a listed building and features of special architectural or historic landscape interest.
Local Plan (Part Two)	<a href="#">DM 48 Non-designated heritage assets</a>	Development proposals will be encouraged and supported where they are designed to preserve or enhance the significance of non-designated heritage assets.
Local Plan (Part Two)	<a href="#">DM 49 Registered Parks and Gardens and Battlefields</a>	Sets the criteria for the consideration of development proposals affecting landscapes identified on the Register of Historic Parks and Gardens of special historic interest in England (Registered Parks and Gardens).
Local Plan (Part Two)	<a href="#">DM 50 Archaeology</a>	Sets the criteria for development proposals affecting archaeological heritage assets, taking into account the significance of the heritage asset and their setting, and the scale of any loss or harm.

### Suggested policy approach

**26.3** Decisions on development impacting heritage assets will be made in accordance with the NPPF, national Planning Practice Guidance and guidance issued by Historic England. The existing approach in Local Plan (Part One) policy ENV 5 which seeks to protect the borough's unique and significant heritage will be retained and updated and to incorporate the Local Plan (Part Two) policies DM 46, DM 47, DM 48, DM 49 and DM 50 to ensure that:

- the correct language from NPPF is used in relation to development and heritage assets i.e. preserving or enhancing the character/significance and conserving the significance of heritage assets
- any repetition with the NPPF in relation to preserving and enhancing the historic environment is removed
- reference to the forthcoming Cheshire West and Chester Heritage Strategy and any relevant action areas is included

## 26 Historic environment

### HE 1

#### Historic environment

The policies contained within the existing Local Plan (Part One and Part Two) continue to be suitable and relevant, reflecting national policy.

Any local detail and actions from the Cheshire West and Chester Heritage Strategy can be included once this has been finalised.

The policy wording will continue to:

- Preserve and enhance the historic environment (including its setting) for its inherent value, and for the enjoyment of residents and visitors;
- Support proposals that positively and proactively, conserve and enhance the historic environment. This includes safeguarding assets and supporting appropriate, viable and sustainable uses that conserve their significance;
- Prevent development if it results in substantial harm to or total loss of the significance of a designated heritage asset, unless it is demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss;
- Ensure that where development does take place, proposals will be high quality, sensitively designed and integrated with the historic context;
- Pay particular attention to the conservation of those elements which contribute most to distinctive character and sense of place of the area. These include:
  - a. Designated Heritage Assets
  - b. Non-designated Heritage Assets
  - c. Heritage at Risk
  - d. Historic Townscapes and street scene (and any areas/projects identified in the Heritage Strategy and/or Design Code)
  - e. Historic landscapes
  - f. Registered Parks and Gardens and Battlefields

In relation to archaeology, remove any repetition with National Planning Policy Framework. For development proposals within Chester, the Chester Archaeological Plan must be consulted.

#### Question HI 1

Do you agree with the suggested policy approach towards the historic environment, as set out in HE 1 'Historic environment' above? If not please suggest how it could be amended?

## 27 Design and sustainable construction

### National policy

**27.1** The NPPF is clear that good design is a key aspect of sustainable development and the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve (NPPF, paragraph 131).

**27.2** Local Plans should set out a clear design vision and expectations (NPPF, paragraph 132). All local authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences (NPPF, paragraph 133).

**27.3** Policies should ensure developments function well, are visually attractive in respect of architecture, layout and landscaping, sympathetic to local character, maintain a strong sense of place, layout, building types and materials, create safe and accessible places with a high standard of amenity for users (paragraph 135).

**27.4** New development should be planned to adapt to the impacts arising from climate change and to help reduce greenhouse gas emissions, through location, orientations and design. Any local requirements for the sustainability of buildings in plans should reflect the Government's policy for national technical standards (paragraph 164).

### Evidence base

- [Cheshire West and Chester Water Cycle Strategy](#)
- [Low carbon and renewable energy study 2012](#)
- [A Design Code for Cheshire West and Chester](#)
- [Cheshire West and Chester Climate Emergency Response Plan](#)

### Key issues

- The Council is currently preparing a borough-wide Design Code, setting out the design requirements for developments in Cheshire West.
- The Levelling Up and Regeneration Act (2023) introduced national development management policies (NDMPs) that will cover a range of planning issues, such as design standards, environmental impacts and infrastructure requirements, that will override the content of local development plans when the two conflict. NDMPs are expected to be introduced this year.
- The Local Plan has a legal duty to mitigate climate change (deliver carbon reductions), established in the Planning & Compulsory Purchase Act 2004. National planning policy confirms that this mitigation should be in line with the Climate Change Act 2008.
- The Climate Change Act includes both the 2050 goal for a net zero carbon UK, and sharply declining five-yearly carbon budgets between today and 2050.
- Under the Future Homes Standard, from 2025 all new homes will be required to produce 75-80% less carbon dioxide emissions and will need to be 'zero-carbon ready'. The Future Building Standard builds on this by setting out energy and ventilation standards for non-domestic buildings and existing homes – however, this may not be sufficient by itself to deliver the necessary scale of changes.
- The Council's Climate Emergency response plan sets out the scale of the challenge that we face, as a borough, to achieve carbon neutrality by 2045. Significant reductions have been made in industrial emissions, with the main driver of emissions being from transport.

## 27 Design and sustainable construction

- The Planning & Energy Act 2008 grants the local plan the power to require renewable energy provision, and energy efficiency standards beyond those set by Building Regulations. However, the NPPF also states that any local requirements for the sustainability of buildings in plans should reflect the government's policy for national technical standards (para 164b).
- The 'Planning – Local Energy Efficiency Standards Update' Written Ministerial Statement (13 December 2023) also seeks to constrain local authorities in setting energy efficiency standards that go beyond current building regulations, and by directing local authorities, where they do set higher standards, to express these 'as a percentage uplift of a dwelling's Target Emissions Rate (TER) calculated using a specified version of the Standard Assessment Procedure (SAP).'
- The borough has a designated Area of Special Advertisement Control to protect the countryside. Applications for advertisements within this area will have to demonstrate how a proposal respects the special character of this area and maintains its amenity value.

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">ENV 6 High quality design and sustainable construction</a>	Promotes sustainable high quality design and incorporation of energy efficiency measures and measures to mitigate and adapt to effects of climate change.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 3 Design, character and visual amenity</a>	Sets out the design principles and contextual analysis to achieve a high standard of design that respect the character and visual amenity of the local area.
Local Plan (Part Two)	<a href="#">DM 4 Sustainable construction</a>	Seeks to secure sustainable design features in new development such as energy efficiency, renewable energy, district heat networks and construction techniques. Requires non-residential development to achieve an 'Excellent' BREEAM rating and new dwellings to meet the water efficiency standard of 110 litres per person per day.

### Suggested policy approach

**27.5** We believe that the content of Local Plan (Part One) policy ENV 6 remains relevant and up to date with national policy and that it should be retained. However, we propose separating the sustainable construction elements of the policy to better support the government's targets and local climate emergency ambitions, as set out below.



## Design and sustainable construction 27

**27.6** The 'High quality design' policy would include a reference to the borough-wide Design Code that is being prepared, update the national design standards referred to in the policy description and incorporate criteria for reducing crime from Local Plan (Part Two) policy DM 3, which would be deleted. It would also include policy for the Area of Special Advertisement Control, currently included in Local Plan (Part Two) policy DM 17, which would be deleted.

**27.7** The 'Sustainable construction' and 'Adaptation' policies would include criteria for mitigating and adapting to climate change, incorporating relevant elements from Local Plan (Part Two) policy DM 4, which would be deleted.

## DS 1

### High quality design

The new Local Plan will promote sustainable, high quality design and construction. Development should, where appropriate:

- Respect local character and achieve a sense of place through appropriate layout and design
- Provide high quality public realm
- Be sympathetic to heritage, environmental and landscape assets
- Ensure ease of movement and legibility, with priority for pedestrians and cyclists
- Promote safe, secure environments and access routes
- Reduce opportunities for crime and disorder and the fear of crime
- Make the best use of high quality materials
- Provide for the sustainable management of waste
- Promote diversity and a mix of uses
- Meet applicable nationally described standards for design and construction and any locally prepared Design Guides or Design Codes including those prepared by neighbourhood planning groups

Relevant and appropriate design standards and guidance should be used to help guide development across the borough including:

- National Design Guide
- National Model Design Code
- Manual for Streets
- Nationally Described Space Standards

The Area of Special Control of Advertisements, as shown on the policies map, places additional restrictions on applications for advertisement consent with the designated area.

### Question DS 1

Do you agree with the suggested policy approach towards high quality design, as set out in DS 1 'High quality design' above? If not please suggest how it could be amended?

## 27 Design and sustainable construction

### Question DS 2

If the Council produces a borough-wide Design Code, should this form part of the new Local Plan?

### Question DS 3

What should the Council's approach be to the designated Area of Special Control of Advertisements?

## Design and sustainable construction 27

## DS 2

**Sustainable construction**

The policy approach aims to encourage high sustainability standards in buildings and promote the application of the energy hierarchy with the aim of achieving carbon net zero in new residential and commercial developments. Development should be resilient to, and adapt to the future impacts of climate change through the inclusion of a range of appropriate measures. The reuse of buildings are expected to improve overall energy performance.

**Energy hierarchy**

The National Design Guide 2019 identifies the need for new developments to follow the energy hierarchy to:

1. Reduce the need for energy through passive measures, including form, orientation and fabric
2. Use energy efficient mechanical and electrical systems, including heat pumps, heat recovery and LED lights; and
3. Maximise renewable energy especially through decentralised sources, including on-site generation and community-led initiatives

**New development**

All new build developments will be required to demonstrate how they meet the requirements of the energy hierarchy by considering each of the following in turn:

1. **Energy efficiency** - The policy would seek more energy efficient buildings by setting a % target improvement of a building's Target Emission Rate (of CO<sub>2</sub> emissions per sqm floorspace) in the Building Regulations Part L, and/or set a target for the Fabric Energy Efficiency of the building. An alternative approach could be to set an Energy Use Intensity (a measure of how much energy a building uses per sqm floorspace) target and/or a target for space heat demand (i.e. how much heat energy is needed to keep a building at a desired temperature) for the building.
2. **Efficient, fossil-free and renewable energy supply** - The policy would set a target and require on-site renewable energy generation as part of new development. Where appropriate, development proposals should be designed and incorporate measures to enable connections to a district heat network to be made now or in the future
3. **Carbon/energy offsetting** - As a last resort, the policy could allow for a financial contribution to offset any remaining residual carbon or energy.
4. **Embodied Carbon** - This is carbon that was emitted during the production, transport and assembly of a building, infrastructure, vehicle or other product, before the product is in use. The policy could require carbon reporting and/or set a target that new buildings must meet.
5. **Water efficiency** - New dwellings will be required to meet the optional higher National Housing Standard for water consumption of 110 litres per person per day. All non-residential development must achieve at least the BREEAM excellent standard for the 'Wat 01' water category.

**Alternative compliance**

As an alternative to the sustainable construction requirements (1-5) set out above, positive weight will be given to development proposals that:

## 27 Design and sustainable construction

- For residential development, will be certified PassivHaus standard
- For non-residential development, achieve a BREEAM rating of 'Excellent'

In these cases, a full sustainable design statement/ evidence demonstrating compliance with policy requirements (1-5), will not be required and it will be sufficient to submit the technical information required to demonstrate that the relevant standard can be achieved.

### Question DS 4

Do you agree with the suggested policy approach towards sustainable construction, as set out in DS 2 'Sustainable construction' above? If not please suggest how it could be amended?

### Question DS 5

Do you think that the new Local Plan should adopt the National Design Guide energy hierarchy – or is there an alternative?

### Question DS 6

Do you think that the new Local Plan should set a higher local standard beyond the building regulations requirements to achieve net zero carbon in all new developments?

### Question DS 7

Do you have any comments on the suggested policy requirements: 1. Energy efficiency; 2. Efficient, fossil-free and renewable energy supply; 3. Carbon/ energy offsetting; 4. Embodied carbon; or 5. Water efficiency - the type and size of development they should apply to, or the targets that should be met?

### Question DS 8

Do you think that the new Local Plan policy should offer an alternative route to compliance if the development achieves a recognisable industry standard/ certification?

## Design and sustainable construction 27

**Question DS 9**

Do you have any comments on the type and size of development that the alternative compliance should apply to, or any alternative suggestions for the level and type of certification that could be required, for example, BREEAM Carbon Standard, RIBA 2030 Climate Challenge, or UK Net Zero Carbon Buildings Standard?

**DS 3****Climate adaptation**

The policy approach will expect developments to include site and building-level measures to be resilient to future climate change impacts and provide for the comfort, health, and wellbeing of current and future occupiers and the surrounding environment over the lifetime of the development. These measures should be integral to the layout and design of new development and should take the vulnerability of the building occupants into account.

**Site-level adaptations**

Development should be designed, through its layout, form and massing and through the use of green/blue infrastructure, to:

- Minimise the overheating of buildings;
- Provide comfortable external spaces in hot weather; and
- Conserve water supplies and minimise the risk and impact of flooding.

The use of green/blue infrastructure should provide multifunctional benefits in relation to climate change adaptation. Where appropriate to its context, this should include the use of living roofs with a sufficient substrate depth to maximise cooling benefits.

**Building-level adaptations**

Building designs and building-integrated measures should:

- Mitigate the risk of overheating, ensuring that cooling needs are met sustainably
- Conserve water supplies; and
- Avoid responses to climate impacts which lead to increases in energy use and carbon dioxide emissions.

**Adaptation strategy**

Proposals for development should demonstrate through an adaptation strategy how these issues will be addressed. This should include technical modelling and assessment of the risk of overheating in current and future climate change scenarios.

In considering the likely impact of climate change over the lifetime of the development (particularly in relation to overheating), reference should be made to the most recent climate change projections.



## 27 Design and sustainable construction

### Question DS 10

Do you agree with the suggested policy approach towards climate adaptation, as set out in DS 3 'Climate adaptation' above? If not please suggest how it could be amended?

## 28 Energy

### National policy

**28.1** The NPPF identifies that strategic policies should make sufficient provision for energy, including heat (paragraph 20). In paragraph 160, the NPPF highlights that when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases, developers will need to demonstrate very special circumstances, which may include the wider environmental benefits associated with increased production of energy from renewable sources.

**28.2** The NPPF sets out that to help increase the use and supply of renewable and low carbon energy and heat, plans should:

- a. provide a positive strategy for energy from these sources, that maximises the potential for suitable development, and their future re-powering and life extension, while ensuring that adverse impacts are addressed appropriately (including cumulative landscape and visual impacts);
- b. consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and
- c. identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.

**28.3** The NPPF also state that once suitable areas for renewable and low carbon energy have been identified in plans, local planning authorities should expect subsequent applications for commercial scale projects outside these areas to demonstrate that the proposed location meets the criteria used in identifying suitable areas. Renewable and low carbon development over 50 megawatts capacity can be considered by the Secretary of State for Energy under the Planning Act 2008.

### Evidence base

- [Landscape Sensitivity Study and Guidance on Wind and Solar Photovoltaic Developments \(2016\)](#)
- [Cheshire West and Chester Low Carbon and Renewable Energy Study \(2012\)](#)

### Key issues

- The Landscape Sensitivity Study (2016) identifies that landscape character sensitivity significantly limits the potential for medium (6ha-15ha), large (15ha-25ha) and very large (over 25ha) solar farms. It also limits potential for medium scale turbines (30m-80m height to blade tip) and larger turbines (8m-130m+ height).
- Numbers of applications for solar energy (building mounted, ground mounted and large solar farms) within Cheshire West seem to be increasing.
- Government support for renewable energy changes over time. The current government are more supportive of solar and wind energy.
- Cheshire West and Chester has good potential for development of geothermal energy, but proposals have not yet been put forward.
- National Energy Systems Operator will prepare Regional Energy Strategic Plans. The plans will be consulted on later in 2025 and the first plans are due to be delivered by the end of 2027. These plans will need to be taken into account in the energy policies in the new Local Plan.
- Cheshire West and Chester does not currently have a Local Area Energy Plan (LEAP), which helps to identify ways to meet net zero targets, but it is likely that a LEAP will be prepared in future, possibly at a sub-regional level

## 28 Energy

- The HyNet North West project includes proposed pipelines, hydrogen production, carbon capture and associated developments within Cheshire West and in neighbouring areas. HyNet involves industrial decarbonisation and by producing low carbon hydrogen. Some parts of this project are Nationally Significant Infrastructure Projects and therefore require development consent from the Secretary of State rather than the local authority. However, some parts of the project will be dealt with via planning applications to Cheshire West and Chester.
- Production of hydrogen can take different forms: 'green hydrogen' is generated via electrolysis of water; 'blue hydrogen' is generated from natural gas and the carbon is captured and used or stored; 'grey hydrogen' is produced from natural gas and results in significant carbon dioxide emissions. The different forms of hydrogen production have significantly different levels of emissions and require different amounts of water.

### Current adopted policy

<a href="#">Local Plan (Part One)</a>	<a href="#">ENV 7 Alternative energy supplies</a>	Supports renewable and low carbon energy proposals, subject to certain criteria. Encourages development to supply or connect into a district heating network. Supports proposals to exploit the borough's alternative hydrocarbon resources.
<a href="#">Local Plan (Part Two)</a>	<a href="#">M 4 Proposals for exploration, appraisal or production of hydrocarbons</a>	Sets criteria for the assessment of proposals for oil and gas development.
Local Plan (Part Two)	<a href="#">M 5 Restoration of minerals and oil and gas sites</a>	Identifies that proposals for minerals development and oil and gas development will be supported where schemes include an appropriate phased sequence of extraction, restoration and after use and aftercare. Sets out criteria for the assessment of proposals for the restoration and aftercare of minerals and oil and gas sites.
Local Plan (Part Two)	<a href="#">DM 51 Wind energy</a>	Supports proposals for wind energy developments, subject to certain criteria.
Local Plan (Part Two)	<a href="#">DM 52 Solar energy</a>	Supports proposals for solar energy developments, subject to certain criteria.
Local Plan (Part Two)	<a href="#">DM 53 Energy generation, storage and district heat networks</a>	Supports proposals that make maximum use of renewable energy sources, provide for

		electricity storage and enable the establishment or expansion of district heat networks. Supports proposals for energy related development, subject to certain criteria.
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### Suggested policy approach

**28.4** Retain, amend and combine the existing policies Local Plan (Part One) policy ENV 7 and Local Plan (Part Two) policies M 4, M 5, DM 51, DM 52, DM 53, and add criteria relating to other forms of solar energy development, taking into account that most on-building solar development will now be permitted development.

## EN 1

### Energy supplies and energy related developments

Proposals for developments providing new energy supplies or energy related development will be supported where they meet the following criteria:

1. Wherever possible, schemes should be located on previously developed land and/or in industrial areas and in areas close to existing users/demand or supplier of the energy, fuel and/or heat.
2. The proposals do not limit the range and choice of employment land in the area;
3. The proposals do not adversely impact on neighbouring land users, or on the commercial / operational requirements of surrounding businesses;
4. Where development is proposed on agricultural land, site investigations must be undertaken and the best and most versatile land must be avoided in favour of lesser quality land. Proposals must demonstrate how the site can be reinstated to its previous use and condition once the operational lifespan of the development has been reached;
5. The cumulative impacts of existing and proposed developments on the landscape, natural environment and surrounding users will be acceptable;
6. Wherever possible, the proposals use existing power lines, structures and infrastructure. Where it can be demonstrated that this is not possible and new power lines and pipelines are proposed, their impact on the landscape must be minimised;
7. Associated developments such as access roads, security fencing, lighting and any buildings must be designed to minimise visual impact, whilst ensuring that the development causes no risk to public safety;
8. Where biomass is proposed to be used for energy generation, it must be sustainably sourced. Applicants will be required to provide information about the type and source of material to be used in the biomass plant. Proposals for biomass installations will not be permitted within or adjacent to Air Quality Management Areas; and
9. Proposals include appropriate arrangements for decommissioning and reinstatement of the site when its operational lifespan has ended.

## 28 Energy

### Question EN 1

Do you agree with the suggested policy approach towards energy, as set out in EN 1 'Energy supplies and energy related developments' above? If not please suggest how it could be amended?

### Question EN 2

How can food production be protected by ensuring the continued viability of farm holdings?

## EN 2

### Wind energy

Proposals for wind energy will be supported where they meet the following criteria (in addition to relevant criteria in EN 1 'Energy supplies and energy related developments'):

1. Proposals take account of the [Landscape Sensitivity Study and Guidance on Wind and Solar Photovoltaic Developments \(2016\)](#). They should be directed to the least sensitive locations and avoid areas identified as highly sensitive to wind development (based on the proposed turbine height). They must have regard to the general design guidance principles set out in appendix B of the study;
2. Proposals avoid key settlement gaps and Areas of Special County Value and their settings;
3. An assessment is provided as part of the application of any potential shadow flicker or flashes of reflected light which might affect properties or nearby land uses, including playing fields. Where potential exists for these effects, appropriate measures to mitigate and reduce the impacts must be identified as part of the planning application; and
4. The application is supported by a landscape appraisal or, in the case of development requiring Environmental Impact Assessment, a Landscape and Visual Impact Assessment, the scope of which should be agreed at the outset with the Council. Any cumulative impacts of renewable energy schemes should be carefully considered as part of this assessment.

### Question EN 3

Do you agree with the suggested policy approach towards energy, as set out in EN 2 'Wind energy' above? If not please suggest how it could be amended?



## EN 3

### Solar energy

Proposals for ground mounted solar energy developments will be supported where they meet the following criteria (in addition to relevant criteria in EN 1 'Energy supplies and energy related developments'):

1. Proposals take account of the [Landscape Sensitivity Study and Guidance on Wind and Solar Photovoltaic Developments \(2016\)](#). They should be directed to the least sensitive locations and avoid areas identified as highly sensitive to the proposed scale of solar development. They must have regard to the general design principles set out in appendix B of the study;
2. Proposals minimise and adequately mitigate glint and glare effects;
3. Where development is proposed on greenfield land, the land around the structures should be used for livestock grazing, other agricultural use or another use beneficial to the environment or biodiversity. Use of agri-voltaics will be supported;
4. The application is supported by a landscape appraisal or, in the case of development requiring Environmental Impact Assessment, a Landscape and Visual Impact Assessment, the scope of which should be agreed at the outset with the Council. Any cumulative impacts of renewable energy schemes should be carefully considered as part of this assessment;
5. Hedgerows, trees, field patterns and strong boundary features are used where possible, to mitigate visual impacts.

Proposals for building mounted solar energy developments will be supported where the solar equipment is designed and sited, so far as is practicable, to minimise the effect on the external appearance of the building and the amenity of the area.

### Question EN 4

Do you agree with the suggested policy approach towards energy, as set out in EN 3 'Solar energy' above? If not please suggest how it could be amended?

## 28 Energy

### EN 4

#### Sustainable energy and heat

Proposals will be supported that:

1. provide zero carbon energy or net negative carbon energy;
2. make provision for electricity storage;
3. contribute to the provision of Smart Local Energy Systems or Local Area Energy Plans;
4. enable the establishment or expansion of district heat networks;
5. create supply or connect into a district heat network; and/or
6. involve community-led energy generation, storage or district heat network schemes; and/or
7. reduce the use of fossil fuels to provide energy or heat wherever possible.

Any proposals involving heat generation should include an assessment of the potential for heat recovery and/or power generation. Where possible, excess heat or power should be used on site, or nearby, or in a district heat network.

All major schemes and schemes involving significant generation or use of heat should explore opportunities for linking to district heat networks or other users/providers of heat.

All major schemes should consider the potential to use ground source heat from private or public green spaces or water source heat solutions to contribute to heating requirements.

All schemes requiring provision of heat should consider use of air source heat pumps or ground source heat pumps as an alternative to fossil fuel based heat sources.

### Question EN 5

Do you agree with the suggested policy approach towards energy, as set out in EN 4 'Sustainable energy and heat' above? If not please suggest how it could be amended?

## EN 5

### Low carbon fuel and carbon capture

Proposals for developments relating to low-carbon fuels will be supported where they meet the following criteria:

1. Proposals involving production of hydrogen involve:
  - 'green hydrogen' (generated via electrolysis of water and the electrolysis process is powered by renewable energy or another form of low-carbon electricity);
  - 'blue hydrogen' (generated from natural gas and the carbon will be captured and used and / or stored) or other forms of hydrogen production that do not release significant amounts of carbon.
  - Proposals involving grey hydrogen (from methane or coal and where the carbon is not captured or stored) will not be supported;
2. Proposals involving the use of waste or waste products to generate fuels should ensure that the waste has followed the waste hierarchy and is being used for the most beneficial purpose;
3. Proposals for carbon capture and use or storage should wherever possible, enable opportunities to capture carbon from other existing and proposed developments to maximise opportunities to reduce the overall carbon emissions in the borough;
4. Carbon dioxide use is preferable to storage where possible, as long as it does not result in significant carbon emissions. Proposals involving carbon dioxide creation or capture and storage should link to potential users of carbon dioxide in the borough or elsewhere, if possible;
5. Any inputs and outputs of the fuel production process or carbon should maximise opportunities for sustainable modes of transport;
6. Any proposals involving creation of salt or brine caverns for storage purposes must ensure sustainable use of the extracted salt/brine; and
7. Any proposals should also meet relevant criteria set out in policies MS 4 'Oil and gas developments' and MS 5 'Restoration'.

### Question EN 6

Do you agree with the suggested policy approach towards energy, as set out in EN 5 'Low carbon fuel and carbon capture' above? If not please suggest how it could be amended?

## 29 Managing waste

### 29 Managing waste

#### National policy

**29.1** The NPPF identifies that it should be read in conjunction with its planning policy for waste. The National Planning Policy for Waste (NPPW) was published in October 2014 and refers to the Waste Management Plan for England (2013), which sets out the government's ambition to work towards a more sustainable and efficient approach to resource use and management. The NPPW "aims to help achieve sustainable waste management by securing adequate provision of new waste management facilities of the right type, in the right place and at the right time".

**29.2** Net self-sufficiency is an approach applied in waste planning to establish how much capacity should be planned for in each waste plan area. This follows the polluter pays principle whereby the area that produces the pollution (in this case waste) is responsible for ensuring its safe management. This is not specifically required by the NPPW, but is applied to ensure that sufficient capacity is provided to manage the tonnage of waste equivalent to that predicted to arise within the plan area during the plan period. As waste is transported across administrative boundaries, there is no expectation that every tonne of waste produced in CWaC needs to be managed within CWaC.

**29.3** Article 4 of the revised EU Waste Framework Directive (Directive 2008/98/EC) sets out five steps for dealing with waste, ranked according to environmental impact. This is the waste hierarchy of prevention, preparing for re-use, recycling, other recovery, disposal. In England the application of the waste hierarchy is a legal requirement set out in the Waste (England and Wales) Regulations 2011.

**29.4** The Waste Prevention Programme for England (2023) aims to: design out waste; implement systems and services to reduce waste including collection services and encouraging reuse and repair; improve data and information including product passports.

#### Evidence base

- [Cheshire West and Chester Waste Needs Assessment \(2023\)](#)
- [National Waste Data Interrogator \(2023 – Environment Agency\)](#)

#### Key issues

- Need to aim for net self-sufficiency in waste management.
- It is likely that amounts and types of waste will change significantly over time, as a result of changes to government policy on waste and recycling, relevant financial incentives and costs and due to changes in population and industry. It is likely that there will be increased movement towards zero avoidable waste and a circular economy, with more emphasis on minimising resource use and waste and increased re-use and recycling.
- CWaC has sufficient capacity throughout the Plan period to meet the projected management requirements for: recycling and composting; other recovery; and the recovery of inert waste.
- CWaC has a predicted shortfall of non-inert landfill from 2037. However, this forecast shortfall is more than offset by the substantial surplus in 'other recovery' capacity. Demand for landfill is declining and the aim should be to divert 100% of waste from landfill. As a result, landfill is becoming more of a sub-regional or regional resource, rather than every authority providing a landfill site. The current Local Plan allocated a site at Kinderton Lodge for landfill and this site was granted planning permission and initial works were undertaken. However, the site did not become operational and as the clay was not extracted in time to meet the requirements in the conditions, the permission

## Managing waste 29

has now lapsed. This indicates that there was insufficient market demand for landfill within Cheshire West and Chester. As such, a replacement landfill site is not proposed.

- Frodsham and Tattenhall Household Waste Recycling Centres ideally need to be improved or relocated. Detailed work has been undertaken to assess options for relocation and no suitable sites have been found. It may be possible to extend and improve the existing site in Frodsham. Chester Household Waste Recycling Centre has been extended and improved since the current Local Plan was adopted.

### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">ENV 8 Managing waste</a>	Identifies how the waste management needs of the borough will be met and sets out the waste hierarchy. It safeguards existing waste sites and sites within permission for waste uses and states that sites should be identified for replacement Household Waste Recycling Centres in Chester, Frodsham and Tattenhall. It sets out the circumstances under which proposals for other waste management facilities would be supported.
<a href="#">Local Plan (Part Two)</a>	<a href="#">DM 54 Waste management facilities</a>	Sets criteria for proposals for waste management development. This includes locating new large scale waste management facilities at Protos, Lostock Works or Kinderton Lodge and smaller scale sites on or close to existing operational or permitted waste management sites or in industrial areas. It also identifies that biomass or combined heat and power proposals should be located close to users of heat outputs. It sets requirements for farm scale anaerobic digestion plants and proposals for new or alternative waste uses at existing or consented waste sites.



## 29 Managing waste

Local Plan	Policy reference	Policy summary
Local Plan (Part Two)	<a href="#">DM 55 Sites for replacement household waste recycling facilities</a>	Identifies criteria for proposals for Household Waste Recycling Centres, including specific requirements for sites in Frodsham and Tattenhall.

### Suggested policy approach

**29.5** The waste management needs in the borough will be met by:

- minimising resource use and waste
- managing waste as a resource
- delivering sustainable waste management
- providing waste management infrastructure

**29.6** The current waste hierarchy is:

1. Prevention
2. Preparation for reuse
3. Recycling and composting
4. Other recovery / energy generation
5. Disposal as a last resort

**29.7** The [Waste Needs Assessment \(2023\)](#) identifies that there is sufficient waste management capacity in existing sites and sites with planning permission to meet the projected management requirements up to 2045. As such, we are not proposing any further waste allocations, but existing sites and sites with planning permission will need to be safeguarded. The Waste Needs Assessment included Kinderton Lodge landfill site and still identified a shortfall in landfill provision from 2037. However, it identified that the forecast shortfall would be more than offset by the substantial surplus in 'other recovery' capacity. The term 'other recovery' includes operations that manage waste using something other than recycling, composting or anaerobic digestion. 'Other recovery' includes energy from waste.

**29.8** Without Kinderton Lodge the cumulative shortfall in landfill requirements is 327,195 tonnes by 2045. The forecast surplus in 'other recovery' is 973,495 tonnes by 2045. This is significantly more than the landfill shortfall and as such there is no need to allocate or safeguard the Kinderton Lodge landfill site for waste uses and there is no requirement to make any other landfill allocation.

**29.9** The approach is consistent with the principle of net self-sufficiency, allowing for cross boundary flows and managing waste at one of the most appropriate installations.

**29.10** It is proposed that Local Plan (Part One) policy ENV 8 is combined with Local Plan (Part Two) policy DM 54. Local Plan (Part Two) policy DM 55 covers household waste recycling centres and as it is unlikely that new sites will be found in Tattenhall or Frodsham, a separate policy is not required. The suggested policy approach would include sufficient detail to assess any potential new household waste recycling centre applications.

**MW 1****Managing waste**

To achieve sustainable waste management:

- Existing waste management facilities are safeguarded against redevelopment for non-waste uses that would sterilise the infrastructure or prejudice its waste use, throughput and/or capacity;
- Plots/sites with consented capacity for waste management uses at Protos (Ellesmere Port) and Lostock Works (Northwich) are safeguarded against alternative development that would prejudice its waste use, throughput and/or capacity;
- Existing waste management facilities and sites with planning permission for waste uses are safeguarded against the encroachment of incompatible uses. Proposed non-waste developments must not prejudice the current or future waste use of the waste management facility site in terms of capacity and/or throughput. Any potential impacts must be minimised and if, after applying the 'agent of change' principle, there is still some risk of constraint to the waste operation, the development will only be supported if the merits of the development clearly outweigh the effect on the safeguarded site;
- Waste management plans are required for proposals that are expected to generate significant volumes or specific types of waste (e.g. equestrian development and dog parks);
- The Council will encourage the use of sustainable construction techniques that promote the reuse and recycling of building materials, maximise opportunities for the recycling and composting of waste on all new development proposals (residential and non-residential) and reduce CO<sub>2</sub> emissions;
- Existing and planned port and rail infrastructure are safeguarded, in order to maximise opportunities for sustainable transport on the Manchester ship canal and rail network.

Redevelopment of all or part of a safeguarded site to a non-waste use will only be supported if:

- the waste management facility is no longer needed; or
- the waste management capacity can be relocated or provided and delivered elsewhere in an appropriate and sustainable location.

All proposals for waste management facilities, or extensions/alterations to such facilities must:

- Demonstrate that waste is being managed at the highest achievable level within the waste hierarchy;
- Maximise opportunities to share infrastructure (e.g. sustainable transport options or pipelines) with other waste developments or other facilities;
- Provide information on the type and source of the waste being managed, the distance travelled and proposed methods of transport for importation and exportation of material. When assessing proposals the Council will take into account the desirability to manage waste close to its source, reduce the need for waste to travel and to maximise opportunities for use of sustainable modes of transport;
- Integrate into the existing network of waste management sites in the borough and maximise opportunities for co-location with other waste management operations, where this would not result in intensification of uses that would cause significant adverse harm to the environment or communities in the local area;

## 29 Managing waste

- demonstrate how they meet the locational criteria set out in the [National Planning Policy for Waste \(Appendix B\)](#) or any revisions to this document; and
- Set out arrangements for the management and operation of the facility, including hours of operation.

Energy recovery development should be used to divert residual waste from landfill and will only be permitted where:

- Other waste treatment options further up the waste hierarchy are not feasible;
- The development provides for uses of both heat and power; and
- The development maximises the use of and provides sustainable management arrangements for waste treatment residues arising from the facility.

Proposals for biomass plants and other facilities which use waste material to produce heat or combined heat and power should wherever possible be located close to existing or potential users of heat outputs.

Farm scale anaerobic digestion plants will be supported, particularly where they allow for sharing of facilities between linked farms. Inputs of material should be derived primarily from farm wastes which arise from the farm unit. Energy and other outputs from the process should also primarily be used on the farm unit. Where additional inputs and outputs of material and energy are required to make the facility viable, they should come from, and be used within, the local area. The location of facilities on farms should avoid high quality agricultural land.

### Question MW 1

Do you agree with the suggested policy approach towards managing waste, as set out in MW 1 'Managing waste' above? If not please suggest how it could be amended?

### Question MW 2

The Waste Needs Assessment (2023) identifies that there is sufficient waste management capacity in existing sites and sites with planning permission to meet the projected management requirements up to 2045 (apart from landfill). However, we are not proposing to limit waste management development or prevent future developments due to a lack of 'need', as there will be waste flows between authority areas. Any new proposals for waste developments would be assessed on their own merits and against the criteria identified above. Do you agree with this approach? Please provide reasons for your answer.

### Question MW 3

We do not currently have an operational landfill site within Cheshire West and we are not proposing to allocate a site for landfill. Do you agree with this approach? Please provide reasons for your answer.

**Question MW 4**

It is proposed that at Protos, only existing built waste uses, sites under construction for waste uses and individual plots with extant planning permission for waste uses will be safeguarded for waste use. On the other remaining plots at Protos, waste uses would be acceptable, as would development associated with reducing carbon emissions or sustainable energy generation (as set out in suggested policy approach EP 3 'Origin - Protos' ). This is different to the policy approach in the current Local Plan, which safeguards the whole of Protos for waste uses. Do you agree with this approach? Please explain your answer.

## 30 Minerals supply and safeguarding

### 30 Minerals supply and safeguarding

#### National policy

**30.1** The NPPF identifies that it is essential that there is a sufficient supply of minerals to provide the infrastructure, buildings, energy and goods that the country needs. It also states that minerals are a finite natural resource and can only be worked where they are found (NPPF, paragraph 222).

**30.2** Paragraph 223 of the NPPF also highlights that planning policies should:

- Provide for the extraction of minerals resources of local and national importance;
- Take account of the contribution that substitute or secondary and recycled materials and minerals waste would make, before considering extraction of primary materials;
- Safeguard mineral resources by defining Mineral Safeguarding Areas (MSAs);
- Set out policies to encourage the prior extraction of minerals, if it is necessary for non-mineral development to take place;
- Safeguard existing, planned and potential sites for the bulk transport, handling and processing of minerals; the manufacture of concrete and concrete products; and the handling, processing and distribution of substitute, recycled and secondary aggregate material;
- Set out criteria to ensure mineral operations do not have unacceptable adverse impacts on the natural and historic environment or human health
- When developing noise limits, recognise that some noisy short-term activities, which may otherwise be regarded as unacceptable, are unavoidable to facilitate minerals extraction; and
- Ensure that worked land is reclaimed at the earliest opportunity and that high quality restoration and aftercare of minerals sites takes place.

#### Evidence base

- [Cheshire West and Chester Council - Local aggregate assessments](#) <sup>(v)</sup>

#### Key issues

- Sand and gravel are the main naturally occurring aggregate minerals within Cheshire West and Chester. The east of the borough also includes an area of silica sand, which is a nationally important industrial mineral.
- The borough does not contain crushed rock aggregate reserves and has no operational crushed rock sites and no sites for crushed rock. It therefore needs to import this material and around 1.6 million tonnes of crushed rock is imported into the Cheshire annually.
- There are currently three operational quarries in Cheshire West and Chester:
  - Cheshire Sands (Tarmac) - sand and gravel aggregate site
  - Forest Hills (CEMEX UK) - sand and gravel aggregate sites
  - Rudheath Lodge (Sibelco UK Ltd) - silica sand site, which also generates a proportion of aggregate sand.

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v Based on annual aggregate monitoring surveys and provides information for the 2023 period (January-December 2023).



## Minerals supply and safeguarding 30

- The Local Aggregate Assessment 2024 identified that sand and gravel aggregate sales were 0.54 million tonnes (mt) in 2023. This was a decrease of 0.09mt since 2022 and is the lowest figure in the past 5 years. This reflects the economic downturn since the impact of the Coronavirus pandemic.
- The Local Aggregate Assessment also identifies that the level of sand and gravel aggregate permitted reserves has decreased steadily since 2025.
- The landbank figure is based on the permitted reserves, divided by either the annual apportionment figure or average sales. The apportionment figures were set by government in 2009 at a national level and this was then broken down into figures for the individual mineral planning authority areas. In 2019 the figure for Cheshire was divided into figures for Cheshire West and Chester and for Cheshire East. The sub-regional apportionment figure is 0.80mt per annum. The ten-year average sales as at December 2023 was 0.65mt per annum. The landbank figure based on ten-year average sales was 4.53 years and the figure based on the annual apportionment figure was 3.68 years at December 2023.
- Since December 2023 there has been an application for a lateral and deepening extension at Cheshire Sands (planning application 23/00320/FUL ). This was approved by Planning Committee on 1 October 2024. The 5.58mt additional reserves from this approved planning application mean that CWaC would have a landbank of over 10 years based on the annual apportionment figure and over 13 years based on ten-year average sales. However, the landbank is bound up in only two main sites (plus some additional supply from Rudheath Lodge).
- Cheshire West and Chester is a key provider of salt and brine due to the salt reserves in the east of the borough.
- In the past, prior extraction has been difficult to achieve where proposals have been submitted for non-mineral development in Mineral Safeguarding Areas (MSA). This has been because sites are often close to existing residential areas.

**Current adopted policy**

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part One)</a>	<a href="#">ENV 9 Minerals supply and safeguarding</a>	Identifies that Cheshire West and Chester will make provision for the adequate, steady and sustainable supply of sand, gravel, salt and brine whilst ensuring the prudent use of our important natural finite resources. It indicates how this will be achieved.
<a href="#">Local Plan (Part Two)</a>	<a href="#">M 1 Future sand and gravel working</a>	Indicates how the steady and adequate supply of aggregate land-won sand and gravel will be provided through existing sites, an allocation for an extension, a Preferred Area and Area of Search.

## 30 Minerals supply and safeguarding

Local Plan	Policy reference	Policy summary
Local Plan (Part Two)	<a href="#">M 2 Minerals safeguarding areas - prior extraction of minerals</a>	Identifies Mineral Safeguarding Areas and sets criteria to be met for non-mineral development within those areas.
Local Plan (Part Two)	<a href="#">M 3 Proposals for minerals working</a>	Sets out criteria for the assessment of proposals for minerals development.
Local Plan (Part Two)	<a href="#">M 4 Proposals for exploration, appraisal or production of hydrocarbons</a>	Sets criteria for the assessment of proposals for all stages of oil and gas development (exploration, appraisal and production).
Local Plan (Part Two)	<a href="#">M 6 Salt and brine working</a>	Identifies that provision for a steady and sustainable supply of salt and brine will be provided from existing operations and Preferred Areas.
Local Plan (Part Two)	<a href="#">M7 Industrial sand proposals</a>	Identifies that a steady and adequate supply of silica sand will be maintained by the allocation of a site at Rudheath Lodge. Sets criteria for silica sand extraction outside this site.
Local Plan (Part Two)	<a href="#">M 8 Minerals infrastructure</a>	Identifies that minerals infrastructure will be safeguarded from incompatible development. Sets criteria for non-mineral development with the potential to impact on a mineral infrastructure safeguarded site.

### Suggested policy approach

**30.3** Retain current Local Plan (Part One) policy ENV 9 and combine with Local Plan (Part Two) policies M 1 to M 8. The allocated site for sand and gravel at Forest Hill, north of the railway line (Local Plan (Part Two) policy M 1.B) now has planning permission.

**MS 1****Minerals supply**

Cheshire West and Chester will make provision for the adequate, steady and sustainable supply of sand, gravel, salt and brine, contributing to the sub-national guidelines for aggregate land-won sand and gravel, whilst ensuring the prudent use of our important natural finite resources.

**Sustainable minerals use and extraction**

In order to ensure sustainable use and extraction of minerals, the Council will:

- support proposals which enable the use of secondary and recycled mineral resources, reducing the reliance on primary aggregate extraction where appropriate;
- support the retention of and proposals for fixed construction, demolition and excavation waste recycling sites in appropriate locations across the borough;
- support environmentally acceptable proposals which enable the use of locally sourced building stone for architectural and heritage purposes;
- ensure the sustainable and prudent use of all natural mineral resources.

**Aggregate sand and gravel supply**

The Council will maintain a steady and adequate supply of aggregate sand and gravel over the Plan period and will maintain a minimum seven-year landbank. Provision will be made for the extraction of at least 16 million tonnes over the plan period (0.8 million tonnes per annum). The requirement to provide a minimum seven-year supply beyond the plan period would result in an additional requirement of at least 5.6 million tonnes. This is a total requirement of at least 21.6 million tonnes.

This will be achieved by:

- A. the continued provision of sand and gravel from the permitted reserves at the following existing sites – Cheshire Sands, Oakmere and Forest Hill, Sandiway.
- B. the identification of a Preferred Area at Moss Farm and north of the railway forming an extension to Forest Hill, Sandiway.
- C. the identification of an Area of Search.

Any proposed minerals developments within the Preferred Area would need to consider potential impacts on the nearby Local Wildlife Site, SSSI, Ramsar Site and SAC, for example in terms of groundwater and provide mitigation measures, if necessary, to avoid any significant detrimental impacts on biodiversity.

Proposals for new sites within the Area of Search, as identified on the policies map, will only be supported where it has been demonstrated that permitted reserves, allocated site and/or Preferred Area cannot meet the required level of provision set out in this policy.

Proposals for any other sand and gravel sites outside the existing sites, allocated site, Preferred Area and Area of Search will only be supported where it has been demonstrated that the required level of provision set out in this policy cannot be met from within these areas.

## 30 Minerals supply and safeguarding

### Salt and brine supply

The Council will maintain a steady and adequate supply of salt and brine. To do this, salt and brine will continue to be provided from:

- A. the existing operations at Winsford Rock Salt Mine (South Bostock). The site is safeguarded for salt extraction as identified on the policies map.
- B. controlled brine pumping at the Holford Brinefields (existing permitted site). The site is safeguarded for brine extraction as identified on the policies map.

Any proven additional requirements for salt extraction during the plan period will, subject to planning permission, be met from within the Preferred Area for rock salt extraction at Winsford Rock Salt Mine, as identified on the policies map.

Any proven additional requirements for salt extraction in the form of brine, during the plan period will, subject to planning permission, be met from within the Preferred Areas for controlled brine extraction at Holford Brinefield A, B, C and D, as shown on the policies map.

Any proposals involving production or use of brine and salt must ensure sustainable use of this resource.

Salt or brine proposals within the Preferred Areas will be supported where it has been demonstrated that they accord with relevant development plan policies. Any proposals outside the permitted sites or preferred areas will only be supported where it has been demonstrated that the required level of provision cannot be met from within these areas.

### Silica sand supply

A steady and adequate supply of silica sand will be maintained throughout the plan period. This will be achieved by:

- A. the continued provision of silica sand from the permitted reserves at Rudheath Lodge, New Platt Lane, Cranage.

The existing Rudheath Lodge site, as identified on the policies map, will be safeguarded against non-mineral development that prejudices its ability to supply industrial sand.

Proposals for silica sand extraction outside this site will be supported provided that:

- 1. there is a demonstrable need for silica sand of a specific quality and quantity that will be met by the proposal; and
- 2. the proposal will contribute to maintaining a stock of permitted reserves of at least 10 years for individual sites and 15 years for sites where significant new capital is required, to support the level of actual and proposed investment required for new or existing plant and equipment.

### Question MS 1

Do you agree with the suggested policy approach towards minerals supply, as set out in MS 1 'Minerals supply' above? If not please suggest how it could be amended?

## Minerals supply and safeguarding 30

**Question MS 2**

If you are aware of other sites that may be suitable for minerals development, please provide details.



## 30 Minerals supply and safeguarding

### MS 2

#### Proposals for minerals development

Proposals for minerals development (sand and gravel or silica sand) will be supported where:

1. They are designed to minimise impact on the landscape and do not have a significant long-term detrimental impact on the landscape. This should take account of the operational requirements of the mineral extraction process, as well as landscape character assessment and proposed restoration;
2. They are appropriately screened from public view, if required, and would not have an unacceptable impact on visual amenity. Natural landforms and landscape features should be used to help screen developments as far as practicable. Additional landscape screening in the form of tree or hedgerow planting and/or suitable screen mound formation may be required to reduce visual impacts of the proposal;
3. It can be ensured that any odour, dust or particle emissions are controlled, mitigated or removed at source and will not have a significant detrimental impact on residential amenity or human health;
4. It can be ensured that any unavoidable noise and/or vibration is controlled, mitigated or removed at source so that proposed noise and/or vibration levels are acceptable and will not have a significant detrimental impact on residential amenity or human health. Where there is potential for a proposal to result in noise or vibration impacts which affect residential properties, or other sensitive receptors, the applicant must undertake a noise / vibration impact assessment. Some noisy short-term activities, which may otherwise be regarded as unacceptable, are unavoidable to facilitate minerals extraction. Proposals must, however, seek to minimise noise levels and apply best practice in noise reduction;
5. Illumination levels and siting and design of lighting are acceptable and do not cause a detrimental impact on residential amenity, wildlife or highway safety, whilst allowing safe operation of activities on site;
6. Environmentally preferable alternatives to road travel are considered and used, where appropriate, to transport materials to and from the site;
7. It will not result in an unacceptable adverse impact on tip- or quarry-slope stability;
8. The cumulative impact on local communities and the environment with existing or proposed development of a similar kind in the same or adjoining areas is considered acceptable; and
9. Any plant or building:
  - i. is designed and located within the site to minimise visual intrusion and impact on landscape;
  - ii. is appropriately finished and coloured to assimilate into their surroundings;
  - iii. will be removed from the site as soon as practicable and within twelve months of the cessation of mineral extraction unless there are overriding advantages in retention in connection with a related extraction proposal and the primary use is directly associated with the mineral extraction at the site.

Planning permission to extend a site will normally be conditioned so that the extension area can only be worked once mineral working within the existing site has largely been completed, unless it has been demonstrated that there are operational reasons why this is not practicable.

## Minerals supply and safeguarding 30

**Question MS 3**

Do you agree with the suggested policy approach towards proposals for minerals development, as set out in MS 2 'Proposals for minerals development' above? If not please suggest how it could be amended?

## 30 Minerals supply and safeguarding

### MS 3

#### Safeguarding

Minerals safeguarding areas (MSAs) will safeguard Cheshire West and Chester's extent of finite natural resources from incompatible development. The cover areas of sand and gravel and salt and brine. Within an MSA, as identified on the policies map, non-mineral development will only be supported if the applicant can demonstrate that:

1. mineral sterilisation will not occur; or
2. the mineral can be extracted satisfactorily prior to the incompatible development taking place and will be used on site or transported for processing or use off-site; or
3. the incompatible development is of a temporary nature and can be completed and the site restored to a condition that does not inhibit extraction within the timescale that the mineral is likely to be needed and does not permanently sterilise the mineral; or
4. the nature of the site (for example proximity to existing residential uses) means that prior extraction is not viable or would have unacceptable impacts on nearby occupiers; or
5. there is an overriding need for the incompatible development and the material planning benefits of the non-mineral development would outweigh the material planning benefits of the underlying or adjacent material; or
6. the development comprises one of the exempt types of development listed in the explanation.

A Mineral Resource Assessment should be submitted alongside any major non-mineral developments within MSAs, to provide a thorough assessment of the opportunities for prior extraction and use of the sand and gravel from within the site. Sand and gravel should be extracted from the site and re-used as part of the development or transported for off-site processing and use wherever possible. This is to ensure that important mineral resources are not unnecessarily sterilised and are used wherever possible. A minerals management plan should be submitted as part of major planning applications within MSAs.

The two existing sand and gravel sites (Cheshire Sands, Oakmere and Forest Hill, Sandiway, including their permitted extensions) are safeguarded against non-mineral development that prejudices their ability to supply sand and gravel. The existing silica sand site at Rudheath Lodge is safeguarded against non-mineral development that prejudices its ability to supply silica sand. Proposed non-minerals developments in close proximity to these quarries must avoid or minimise potential impacts on mineral extraction and if, after applying the 'agent of change principle, there is still some risk of constraint to mineral extraction, the development will only be supported if the merits of the development clearly outweigh the effect on the safeguarded site.

Significant infrastructure that supports the supply of minerals in CWaC will also be safeguarded from incompatible development. Non-mineral development (excluding the development types identified in the policy explanation) with the potential to impact on a mineral infrastructure safeguarded site used for mineral processing, handling, and transportation will not be supported unless it can be demonstrated that:

1. the non-mineral development would not unduly restrict the use of the mineral infrastructure site;
2. the material planning benefits of the non-mineral development would outweigh the material planning benefits of the mineral infrastructure site;

## Minerals supply and safeguarding 30

3. the mineral infrastructure can be relocated; or
4. alternative capacity can be provided elsewhere.

**Question MS 4**

Do you agree with the suggested policy approach towards minerals safeguarding, as set out in MS 3 'Safeguarding' above? If not please suggest how it could be amended?

## 30 Minerals supply and safeguarding

### MS 4

#### Oil and gas developments

Proposals for all stages of oil and gas development (exploration, appraisal and production) will be supported where:

1. it can be ensured that any odour, dust or particle emissions are controlled, mitigated or removed at source and will not have a significant detrimental impact on residential amenity or human health;
2. gas emissions from exploration, appraisal or production operations and from associated transport methods are controlled and minimised using the best available technology. Gas emissions must not have a significant detrimental impact on air quality, residential amenity or the environment;
3. it can be ensured that any noise and/or vibration is controlled, mitigated or removed at source so that proposed noise and/or vibration levels are acceptable and will not have a significant detrimental impact on residential amenity or human health;
4. where there is potential for a proposal to result in noise or vibration impacts which affect residential properties, or other sensitive receptors, the applicant must undertake a noise/vibration impact assessment. Proposals must, seek to minimise noise levels and apply best practice in noise reduction;
5. illumination levels and siting and design of lighting are acceptable and do not cause a detrimental impact on residential amenity, wildlife or highway safety, whilst allowing safe operation of activities on site;
6. above ground structures and facilities are minimised as much as practicable, by using pipelines and/or existing facilities where feasible and economically viable. Above ground activity should be directed to the least sensitive location within the site and appropriately screened from public view if required. Above ground structures and facilities should be grouped where possible and are appropriately finished and coloured. This is in order to reduce impacts on local residents and the environment;
7. environmentally preferable alternatives to road travel (including pipelines) are considered and used, where appropriate, to transport materials to and from the site;
8. anticipated levels of traffic resulting from the proposal will not result in a significant detrimental impact on residential amenity;
9. the cumulative impact on local communities and the environment with existing or proposed development of a similar kind in the same or adjoining areas is considered acceptable;
10. well pads and associated plant, buildings and other structures are removed from the site within six months of the cessation of oil or gas extraction, unless required for ongoing safety or monitoring purposes.

#### Question MS 5

Do you agree with the suggested policy approach towards oil and gas developments, as set out in MS 4 'Oil and gas developments' above? If not please suggest how it could be amended?



**MS 5****Restoration**

Proposals for minerals development and oil and gas development will be supported where it can be demonstrated that the scheme includes an appropriate phased sequence of extraction, restoration and after use and aftercare which will enable long-term enhancement of the environment.

Proposals for restoration and aftercare of minerals and oil and gas sites, including proposals for review of restoration strategies and plans, will be supported where:

1. proposals for restoration and aftercare are sufficiently comprehensive, detailed, practicable and achievable within the proposed timescales;
2. the land affected at any one time by the minerals or oil or gas operation would be minimised by including phased working and by restoration at the earliest possible opportunity;
3. the amount of imported backfill would be the minimum necessary to achieve the satisfactory restoration of the site;
4. differential settlement of quarry backfill is avoided;
5. the restoration is appropriate to the location and is sympathetic to and informed by landscape character and the historic environment;
6. opportunities for restoration to improve or enhance habitats, biodiversity, landscape, agricultural land quality, historic environment or community use would be maximised; and
7. the aftercare provision would be sufficient to secure high quality and sustainable restoration of the site.

Restoration proposals will be subject to a minimum five-year period of aftercare. Where proposals or elements of proposals, such as features of biodiversity interest, require a longer period of management the proposal will only be permitted if it includes details of the period of extended aftercare and how this will be achieved.

**Question MS 6**

Do you agree with the suggested policy approach towards minerals restoration, as set out in MS 5 'Restoration' above? If not please suggest how it could be amended?

## 31 Miscellaneous

### 31 Miscellaneous

#### National policy

**31.1** Planning policies should enable the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed, new buildings; and development and diversification of agricultural and other land-based businesses (NPPF, paragraph 88).

**31.2** Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, defines areas to which specific safeguarding provisions apply.

**31.3** The quality and character of places can suffer when advertisements are poorly sited and designed. A separate consent process within the planning system controls the display of advertisements, which should be operated in a way which is simple, efficient and effective. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts (NPPF paragraph 141).

**31.4** Plans should set out a clear design vision and expectations (para 132). All local authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences (NPPF, paragraph 133).

#### Evidence base

- [A Design Code for Cheshire West and Chester](#)

#### Key issues

- The Council is currently preparing a borough-wide Design Code, setting out the design requirements for developments in Cheshire West.
- The Levelling Up and Regeneration Act (2023) introduced national development management policies (NDMPs) that will cover a range of planning issues, such as design standards, environmental impacts and infrastructure requirements, that will override the content of local development plans when the two conflict. NDMPs are expected to be introduced this year.

#### Current adopted policy

Local Plan	Policy reference	Policy summary
<a href="#">Local Plan (Part Two)</a>	<a href="#">R 2 Meeting the outstanding housing requirement in Tattenhall</a>	Identifies and safeguards land and sets criteria for new housing development in Tattenhall.
Local Plan (Part Two)	<a href="#">R 3 Employment land provision in the rural area</a>	Identifies land for employment development in the rural area.
Local Plan (Part Two)	<a href="#">DM 6 New agricultural and forestry buildings</a>	Sets criteria for assessing proposals for the erection of agricultural and forestry buildings.

Local Plan	Policy reference	Policy summary
Local Plan (Part Two)	<a href="#">DM 7 Rural diversification of land based businesses</a>	Sets criteria for assessing proposals for the diversification of agricultural and other land based rural businesses and new or extensions to existing farm shops.
Local Plan (Part Two)	<a href="#">DM 8 Equestrian development</a>	Sets criteria for assessing proposals for equestrian development.
Local Plan (Part Two)	<a href="#">DM 11 Safeguarded areas around aerodromes</a>	Sets criteria for considering proposals in safeguarded areas around aerodromes to ensure development does not adversely affect the operational integrity or safety of an airport or aircraft operations.
Local Plan (Part Two)	<a href="#">DM 12 Jodrell Bank</a>	Supports development proposals that would not impair the efficiency of the Jodrell Bank Radio Telescope.
Local Plan (Part Two)	<a href="#">DM 16 Shopfronts</a>	Sets criteria for new shopfronts or alterations to existing façades of shops or commercial premises, including proposals for blinds, canopies or awnings.
Local Plan (Part Two)	<a href="#">DM 17 Advertisements</a>	Sets criteria for assessing applications for advertisement consent.
Local Plan (Part Two)	<a href="#">DM 38 Waterways and mooring facilities</a>	Sets criteria for development proposals affecting the borough's waterways and development proposals for new mooring facilities.

### Suggested policy approach

**31.5** The Council is bound in statute (in accordance with Circular 01/2003) to consult the relevant Aerodrome Safeguarding Authority on planning applications within the safeguarded areas. Therefore we propose to retain the content of Local Plan (Part Two) policy DM 11 and show the associated safeguarding zones on the policies map.

## 31 Miscellaneous

### MISC 1

#### Safeguarded areas around aerodromes

Set criteria for considering development proposals in safeguarded areas around aerodromes to ensure development does not adversely affect the operational integrity or safety of an airport or aircraft operations.

Identify the safeguarded areas around Liverpool John Lennon, Manchester and Hawarden airports.

#### Question MISC 1

Do you agree with the suggested policy approach towards safeguarded areas around aerodromes, as set out in MISC 1 'Safeguarded areas around aerodromes' above? If not please suggest how it could be amended?

**31.6** The Town and Country (Jodrell Bank Radio Telescope) Direction 1973 requires the Council to consult with the University of Manchester before granting permission for certain planning applications. Therefore we propose to retain the content of Local Plan (Part Two) policy DM 12 and show the associated consultation zone on the policies map.

### MISC 2

#### Jodrell Bank

Support development proposals that would not impair the efficiency of the Jodrell Bank Radio Telescope.

Identify the Jodrell Bank Radio Telescope Consultation Zone on the policies map.

#### Question MISC 2

Do you agree with the suggested policy approach towards the Jodrell Bank consultation zone, as set out in MISC 2 'Jodrell Bank' above? If not please suggest how it could be amended?

**31.7** The borough has a network of multi-functional waterways and canals, that provide a wide range of benefits including for recreation, health, open space, ecology and regeneration. The policy approach is to retain Local Plan (Part Two) policy DM 38 to support improved access to and use of the borough's waterways and ensure that any impacts on the local environment are effectively minimised and mitigated.

**31.8** The Manchester Ship Canal is an important part of the canal network within Cheshire West and Chester however this is a commercial waterway and a Statutory Harbour Authority with restricted public access. Inland waterways can be affected by all forms of development close to the waterway. There

are large visitor attractions such as the National Waterways Museum in Ellesmere Port and the Lion Salt Works and Anderton Boat Lift in Northwich. There are a wide range of recreational routeways alongside the borough's rivers, canals and watercourses. Tourism may lead to increased demand for mooring facilities, marinas or extensions to existing facilities and the policy approach sets criteria for these types of development.

### MISC 3

#### Waterways and mooring facilities

To support development proposals adjacent to waterways that can provide positive regeneration benefits in the urban areas of Chester, Ellesmere Port, Northwich and Winsford.

To establish criteria and design principles for developments affecting the borough's waterways.

To safeguard the structural and operational integrity of the waterways.

To support public access and recreational use of the waterways, in line with the policy approach in HW 1 'Health and wellbeing'.

To ensure development proposals make a positive contribution towards biodiversity and ecological networks.

To set criteria for the development of new mooring facilities, including extensions to existing facilities, and to consider the cumulative impacts that may arise from further development.

#### Question MISC 3

Do you agree with the suggested policy approach towards waterways and mooring facilities, as set out in MISC 3 'Waterways and mooring facilities' above? If not please suggest how it could be amended?

**31.9** The following text identifies those Local Plan (Part One) and Local Plan (Part Two) policies which we believe are replaced by a combination of national policy and guidance and other suggested policy approaches. Therefore, we do not propose to retain these policies in the new Local Plan.



## 31 Miscellaneous

### MISC 4

#### Meeting the outstanding housing requirement in Tattenhall

Local Plan (Part Two) policy R 2 identifies and safeguards land and sets criteria for new housing development in Tattenhall.

We believe that the content of this policy may be superseded by updated site allocations in the new Local Plan, depending on the chosen spatial strategy (see SS 5 'Spatial strategy options' ) and will be adequately covered by a combination of national policy and other policies in the new Local Plan, and could potentially be deleted.

#### Question MISC 4

Do you think that the new Local Plan should have an individual policy for meeting the outstanding housing requirement in Tattenhall that takes forward the content of current Local Plan (Part Two) policy R 2? Or could policy R 2 be deleted?

### MISC 5

#### Employment land provision in the rural area

Local Plan (Part Two) policy R 3 identifies land for employment development in the rural area.

We believe that the content of this policy may be superseded by updated site allocations in the new Local Plan, depending on the chosen spatial strategy (see SS 5 'Spatial strategy options' ) and will be adequately covered by a combination of national policy and other policies in the new Local Plan, and could potentially be deleted.

#### Question MISC 5

Do you think that the new Local Plan should have an individual policy for employment land provision in the rural area that takes forward the content of current Local Plan (Part Two) policy R 3? Or could policy R 3 potentially be deleted?

## MISC 6

### New agricultural and forestry buildings

Local Plan (Part Two) policy DM 6 sets criteria for assessing proposals for the erection of agricultural and forestry buildings.

We believe that the content of this policy may be adequately covered by a combination of national policy and the suggested policy approach in GB 1 'Green Belt and countryside' and could potentially be deleted.

### Question MISC 6

Do you think that the new Local Plan should have an individual policy for new agricultural and forestry buildings that takes forward the content of current Local Plan (Part Two) policy DM 6? Or could policy DM 6 potentially be deleted?

## MISC 7

### Rural diversification of land based businesses

Local Plan (Part Two) policy DM 7 sets criteria for assessing proposals for the diversification of agricultural and other land based rural businesses and new or extensions to existing farm shops.

We believe that the content of this policy may be adequately covered by a combination of national policy and the suggested policy approaches in GB 1 'Green Belt and countryside', TC 1 'Town centres' and VE 1 'Visitor economy' and could potentially be deleted.

### Question MISC 7

Do you think that the new Local Plan should have an individual policy for the rural diversification of land based businesses that takes forward the content of current Local Plan (Part Two) policy DM 7? Or could policy DM 7 potentially be deleted?

## 31 Miscellaneous

### MISC 8

#### Equestrian development

Local Plan (Part Two) policy DM 8 sets criteria for assessing proposals for equestrian development.

We believe that the content of this policy may be adequately covered by a combination of national policy and the suggested policy approach in GB 1 'Green Belt and countryside' and could potentially be deleted.

#### Question MISC 8

Do you think that the new Local Plan should have an individual policy for equestrian development that takes forward the content of current Local Plan (Part Two) policy DM 8? Or could policy DM 8 potentially be deleted?

### MISC 9

#### Shopfronts

Local Plan (Part Two) policy DM 16 sets criteria for assessing proposals for new shopfronts or alterations to existing façades of shops or commercial premises, including proposals for blinds, canopies or awnings.

We believe that the content of this policy may be adequately covered by a combination of national policy, the forthcoming Cheshire West and Chester Design Guide and the suggested policy approaches in HE 1 'Historic environment' and DS 1 'High quality design' and could potentially be deleted.

#### Question MISC 9

Do you think that the new Local Plan should have an individual policy for shopfronts that takes forward the content of current Local Plan (Part Two) policy DM 16? Or could policy DM 16 potentially be deleted?

## MISC 10

### Advertisements

Local Plan (Part Two) policy DM 17 sets criteria for assessing applications for advertisement consent.

We believe that the content of this policy may be adequately covered by a combination of national policy, the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, the forthcoming Cheshire West and Chester Design Guide and the suggested policy approaches in HE 1 'Historic environment' and DS 1 'High quality design' and could potentially be deleted.

### Question MISC 10

Do you think that the new Local Plan should have an individual policy for advertisements that takes forward the content of current Local Plan (Part Two) policy DM 17? Or could policy DM 17 potentially be deleted?

## A Proposed approach to existing Local Plan policies

### A Proposed approach to existing Local Plan policies

Table A.1 Existing Local Plan (Part One) policies

Policy number and title	Action	Proposed approach
STRAT 1 - Sustainable development	Retain/Update	<ul style="list-style-type: none"> <li>SD 1 Sustainable development</li> </ul>
STRAT 2 - Strategic development	Retain/Update	<ul style="list-style-type: none"> <li>SS 1 Housing needs</li> <li>SS 2 Employment needs</li> <li>SS 3 Spatial strategy principles</li> <li>SS 4 Settlement hierarchy</li> <li>SS 5 Spatial strategy options</li> </ul>
STRAT 3 - Chester	Retain/Update	<ul style="list-style-type: none"> <li>CH 1 Chester</li> </ul>
STRAT 4 - Ellesmere Port	Retain/Update	<ul style="list-style-type: none"> <li>EP 1 Ellesmere Port</li> </ul>
STRAT 5 - Northwich	Retain/Update	<ul style="list-style-type: none"> <li>NO 1 Northwich</li> </ul>
STRAT 6 - Winsford	Retain/Update	<ul style="list-style-type: none"> <li>WI 1 Winsford</li> </ul>
STRAT 7 - Middlewich	Retain/Update	<ul style="list-style-type: none"> <li>MI 1 Middlewich</li> <li>TA 2 Local transport infrastructure priorities</li> </ul>
STRAT 8 - Rural area	Retain/ update	<ul style="list-style-type: none"> <li>SS 4 Settlement hierarchy</li> </ul>
STRAT 9 - Green Belt and countryside	Retain/Update	<ul style="list-style-type: none"> <li>GB 1 Green Belt and countryside</li> <li>LA 2 Areas of special county value</li> <li>MISC 4 New agricultural and forestry buildings</li> <li>MISC 5 Rural diversification of land based business</li> <li>MISC 6 Equestrian development</li> </ul>
STRAT 10 - Transport and accessibility	Retain/Update	<ul style="list-style-type: none"> <li>TA 1 Transport and accessibility</li> <li>TA 2 Local transport infrastructure priorities</li> <li>MS 2 Proposals for minerals development</li> <li>CH 1 Chester</li> <li>NO 1 Northwich</li> <li>WI 1 Winsford</li> </ul>
STRAT 11 - Infrastructure	Retain/Update	<ul style="list-style-type: none"> <li>ID 1 Infrastructure</li> </ul>
ECON 1 - Economic growth, employment and enterprise	Retain/Update	<ul style="list-style-type: none"> <li>CH 1 Chester</li> <li>EP 1 Ellesmere Port</li> <li>EG 1 Economic growth employment and enterprise</li> </ul>



## Proposed approach to existing Local Plan policies A

Policy number and title	Action	Proposed approach
ECON 2 – Town centres	Retain/Update	<ul style="list-style-type: none"> <li>EG 1 Economic growth, employment and enterprise</li> <li>TC 1 Town centres</li> <li>MISC 5 Rural diversification of land based business</li> </ul>
ECON 3 - Visitor economy	Retain part	<ul style="list-style-type: none"> <li>VE 1 Visitor economy</li> <li>MISC 5 Rural diversification of land based business</li> </ul>
SOC 1 - Delivering affordable housing	Retain/Update	<ul style="list-style-type: none"> <li>HO 1 Mix and type of housing in new developments and specialist housing</li> <li>HO 2 Delivering affordable housing</li> </ul>
SOC 2 - Rural exception sites	Retain/Update	<ul style="list-style-type: none"> <li>HO 5 Rural exception sites</li> </ul>
SOC 3 - Housing mix and type	Retain/Update	<ul style="list-style-type: none"> <li>HO 1 Mix and type of housing in new developments and specialist housing</li> </ul>
SOC 4 - Gypsy and Traveller and Travelling Showpersons accommodation	Retain/Update	<ul style="list-style-type: none"> <li>GT 1 Gypsy and Traveller and Travelling Showpersons accommodation</li> </ul>
SOC 5 - Health and well-being	Retain/Update	<ul style="list-style-type: none"> <li>HW 1 Health and wellbeing</li> <li>OS 2 Cultural and community facilities</li> <li>MS 2 Proposals for minerals development</li> </ul>
SOC 6 - Open space, sport and recreation	Retain/ Update	<ul style="list-style-type: none"> <li>OS 1 Open space, sport and recreation</li> </ul>
ENV 1 - Flood risk and water management	Retain/Update	<ul style="list-style-type: none"> <li>FW 1 Flood risk and water management</li> </ul>
ENV 2 - Landscape	Retain/Update	<ul style="list-style-type: none"> <li>LA 1 Landscape</li> <li>LA 2 Areas of Special County Value</li> </ul>
ENV 3 - Green infrastructure	Delete	<ul style="list-style-type: none"> <li>GI 1 Green infrastructure, biodiversity and geodiversity</li> </ul>
ENV 4 - Biodiversity and geodiversity	Retain/Update	<ul style="list-style-type: none"> <li>GI 1 Green infrastructure, biodiversity and geodiversity</li> </ul>
ENV 5 - Historic environment	Retain/Update	<ul style="list-style-type: none"> <li>HE 1 Historic environment</li> <li>MISC 7 Shopfronts</li> </ul>
ENV 6 - High quality design and sustainable construction	Retain/Update	<ul style="list-style-type: none"> <li>DS 1 High quality design</li> <li>DS 2 Sustainable construction</li> <li>DS 3 Climate adaptation</li> <li>MISC 7 Shopfronts</li> <li>MISC 8 Advertisements</li> </ul>

## A Proposed approach to existing Local Plan policies

Policy number and title	Action	Proposed approach
ENV 7 - Alternative energy supplies	Retain/Update	<ul style="list-style-type: none"> <li>• EN 1 Energy supplies and energy related developments</li> <li>• EN 2 Wind energy</li> <li>• EN 3 Solar energy</li> <li>• EN 4 Sustainable energy and heat</li> <li>• EN 5 Low carbon fuel and carbon capture</li> </ul>
ENV 8 - Managing waste	Retain/Update	<ul style="list-style-type: none"> <li>• MW 1 Managing waste</li> </ul>
ENV 9 - Minerals supply and safeguarding	Retain/Update	<ul style="list-style-type: none"> <li>• MS 1 Minerals supply</li> <li>• MS 2 Proposals for minerals development</li> <li>• MS 3 Safeguarding</li> <li>• MS 4 Oil and gas developments</li> <li>• MS 5 Restoration</li> </ul>

Table A.2 Existing Local Plan (Part Two) policies

Policy number and title	Action	Proposed approach
CH 1 - Chester settlement area	Retain/Update	<ul style="list-style-type: none"> <li>• CH 1 Chester</li> </ul>
CH 2 - Chester regeneration area	Retain/Update	<ul style="list-style-type: none"> <li>• CH 1 Chester</li> </ul>
CH 3 - Employment land provision in Chester	Retain/Update	<ul style="list-style-type: none"> <li>• CH 1 Chester</li> </ul>
CH 4 - University of Chester	Retain/Update	<ul style="list-style-type: none"> <li>• CH 1 Chester</li> </ul>
CH 5 - Chester conservation areas	Retain/Update	<ul style="list-style-type: none"> <li>• CH 1 Chester</li> </ul>
CH 6 - Chester key views, landmarks and gateways and historic skyline	Retain/Update	<ul style="list-style-type: none"> <li>• CH 1 Chester</li> </ul>
EP 1 - Ellesmere Port settlement area	Retain/Update	<ul style="list-style-type: none"> <li>• EP 1 Ellesmere Port</li> <li>• TA 2 Local transport infrastructure priorities</li> </ul>
EP 2 - Employment land provision in Ellesmere Port	Retain/Update	<ul style="list-style-type: none"> <li>• EP 1 Ellesmere Port</li> </ul>
EP 3 - Stanlow special policy area	Retain/Update	<ul style="list-style-type: none"> <li>• EP 1 Ellesmere Port</li> <li>• EP 2 Origin - Stanlow and Thornton Science Park</li> </ul>
EP 4 - Hooton Park	Retain/Update	<ul style="list-style-type: none"> <li>• EP 1 Ellesmere Port</li> <li>• EG 1 Economic growth, employment and enterprise</li> </ul>
EP 5 - Thornton Science Park	Retain/Update	<ul style="list-style-type: none"> <li>• EP 1 Ellesmere Port</li> </ul>

## Proposed approach to existing Local Plan policies A

Policy number and title	Action	Proposed approach
		<ul style="list-style-type: none"> <li>EP 2 Origin - Stanlow and Thornton Science Park</li> <li>EG 1 Economic growth, employment and enterprise</li> </ul>
EP 6 - Ince Park	Retain/Update	<ul style="list-style-type: none"> <li>EP 1 Ellesmere Port</li> <li>EP 3 Origin – Protos</li> <li>EG 1 Economic growth, employment and enterprise</li> </ul>
EP 7 - Ellesmere Port historic canal port	Delete/Move	<ul style="list-style-type: none"> <li>EP 1 Ellesmere Port</li> <li>VE 1 Visitor Economy</li> <li>MISC 3 Waterways and mooring facilities</li> </ul>
N 1 - Northwich settlement area	Retain/Update	<ul style="list-style-type: none"> <li>NO 1 Northwich</li> </ul>
N 2 - Northwich regeneration areas	Retain/Update	<ul style="list-style-type: none"> <li>NO 1 Northwich</li> </ul>
N 3 - Meeting the outstanding housing requirement in Northwich	Retain/Update	<ul style="list-style-type: none"> <li>NO 1 Northwich</li> </ul>
N 4 - Employment land provision in Northwich	Retain/Update	<ul style="list-style-type: none"> <li>NO 1 Northwich</li> <li>NO 2 Gadbrook Park</li> </ul>
N 5 - Gadbrook Park	Retain/Update	<ul style="list-style-type: none"> <li>NO 2 Gadbrook Park</li> </ul>
N 6 - Northwich conservation area	Retain/Update	<ul style="list-style-type: none"> <li>NO 1 Northwich</li> <li>HE 1 Historic environment</li> </ul>
W 1 - Winsford settlement area	Retain	<ul style="list-style-type: none"> <li>WI 1 Winsford</li> </ul>
W 2 - Employment land provision in Winsford	Retain	<ul style="list-style-type: none"> <li>WI 1 Winsford</li> </ul>
R 1 - Development in the rural area	Retain/Update	<ul style="list-style-type: none"> <li>SS 4 Settlement hierarchy</li> </ul>
R 2 - Meeting the outstanding housing requirement in Tattenhall	Potentially delete	<ul style="list-style-type: none"> <li>MISC 4 Meeting the outstanding housing requirement in Tattenhall</li> </ul>
R 3 - Employment land provision in the rural area	Potentially delete	<ul style="list-style-type: none"> <li>MISC 5 Employment land provision in the rural area</li> </ul>
GBC 1 - Commercial sites in the Green Belt	Retain/Update	<ul style="list-style-type: none"> <li>CH 1 Chester</li> <li>EP 1 Ellesmere Port</li> </ul>
GBC 2 - Protection of landscape	Retain/Update	<ul style="list-style-type: none"> <li>LA 1 Landscape</li> </ul>
GBC 3 - Key settlement gaps	Retain/Update	<ul style="list-style-type: none"> <li>LA 1 Landscape</li> </ul>

## A Proposed approach to existing Local Plan policies

Policy number and title	Action	Proposed approach
T 1 - Local road network improvement schemes	Retain/Update	<ul style="list-style-type: none"> <li>TA 1 Transport and accessibility</li> <li>TA 2 Local transport infrastructure priorities</li> </ul>
T 2 - A56 Hoole Road Corridor	Retain/Update	<ul style="list-style-type: none"> <li>TA 1 Transport and accessibility</li> <li>TA 2 Local transport infrastructure priorities</li> </ul>
T 3 - Railway stations	Retain/Update	<ul style="list-style-type: none"> <li>TA 1 Transport and accessibility</li> <li>TA 2 Local transport infrastructure priorities</li> </ul>
T 4 - Rail corridors	Retain/Update	<ul style="list-style-type: none"> <li>TA 1 Transport and accessibility</li> <li>TA 2 Local transport infrastructure priorities</li> </ul>
T 5 - Parking and access	Retain/Update	<ul style="list-style-type: none"> <li>TA 1 Transport and accessibility</li> <li>TA 2 Local transport infrastructure priorities</li> </ul>
M 1 - Future sand and gravel working	Retain/Update	<ul style="list-style-type: none"> <li>MS 1 Minerals supply</li> </ul>
M 2 - Mineral safeguarding areas - prior extraction of minerals	Retain/Update	<ul style="list-style-type: none"> <li>MS 1 Minerals supply</li> </ul>
M 3 - Proposals for minerals working	Retain/Update	<ul style="list-style-type: none"> <li>MS 1 Minerals supply</li> </ul>
M 4 - Proposals for exploration, appraisal or production of hydrocarbons	Retain/Update	<ul style="list-style-type: none"> <li>MS 1 Minerals supply</li> </ul>
M 5 - Restoration of minerals and oil and gas sites	Retain/Update	<ul style="list-style-type: none"> <li>MS 1 Minerals supply</li> </ul>
M 6 - Salt and brine working	Retain/Update	<ul style="list-style-type: none"> <li>MS 1 Minerals supply</li> </ul>
M 7 - Industrial sand proposals	Retain/Update	<ul style="list-style-type: none"> <li>MS 1 Minerals supply</li> </ul>
M 8 - Minerals infrastructure	Retain/Update	<ul style="list-style-type: none"> <li>MS 1 Minerals supply</li> </ul>
DM 1 - Development of previously developed land	Retain/Update	<ul style="list-style-type: none"> <li>SS 4 Settlement hierarchy</li> <li>GB 1 Green Belt and countryside</li> </ul>
DM 2 - Impact on residential amenity	Retain/Update	<ul style="list-style-type: none"> <li>HW 1 Health and wellbeing</li> </ul>
DM 3 - Design, character and visual amenity	Retain/Update	<ul style="list-style-type: none"> <li>DS 1 High quality design</li> </ul>
DM 4 - Sustainable construction	Retain/Update	<ul style="list-style-type: none"> <li>DS 2 Sustainable construction</li> </ul>
DM 5 - Protection and refurbishment of employment land and premises	Retain/Update	<ul style="list-style-type: none"> <li>EG 1 Economic growth, employment and enterprise</li> </ul>

## Proposed approach to existing Local Plan policies A

Policy number and title	Action	Proposed approach
DM 6 - New agricultural and forestry buildings	Potentially delete	<ul style="list-style-type: none"> <li>MISC 6 New agricultural and forestry buildings</li> </ul>
DM 7 - Rural diversification of land based businesses	Potentially delete	<ul style="list-style-type: none"> <li>MISC 7 Rural diversification of land based businesses</li> </ul>
DM 8 - Equestrian development	Potentially delete	<ul style="list-style-type: none"> <li>MISC 8 Equestrian development</li> </ul>
DM 9 - Visitor accommodation	Retain/Update	<ul style="list-style-type: none"> <li>VE 1 Visitor economy</li> </ul>
DM 10 - Caravan and camping sites	Retain/Update	<ul style="list-style-type: none"> <li>VE 1 Visitor economy</li> </ul>
DM 11 - Safeguarded areas around aerodromes	Retain	<ul style="list-style-type: none"> <li>MISC 1 Safeguarded areas around aerodromes</li> </ul>
DM 12 - Jodrell Bank	Retain	<ul style="list-style-type: none"> <li>MISC 2 Jodrell Bank</li> </ul>
DM 13 - Oulton Park	Retain/Update	<ul style="list-style-type: none"> <li>VE 1 Visitor economy</li> </ul>
DM 14 – City and town centres	Retain/Update	<ul style="list-style-type: none"> <li>TC 1 Town centres</li> </ul>
DM 15 – District and local retail centres	Retain/Update	<ul style="list-style-type: none"> <li>TC 1 Town centres</li> </ul>
DM 16 - Shopfronts	Potentially delete	<ul style="list-style-type: none"> <li>MISC 9 Shopfronts</li> </ul>
DM 17 - Advertisements	Potentially delete	<ul style="list-style-type: none"> <li>MISC 10 Advertisements</li> </ul>
DM 18 - ICT and telecommunications	Retain/Update	<ul style="list-style-type: none"> <li>ID 1 Infrastructure and developer contributions</li> </ul>
DM 19 - Proposals for residential development	Retain/Update	<ul style="list-style-type: none"> <li>HO 3 Proposals for residential development</li> </ul>
DM 20 - Mix and type of new housing development	Retain/Update	<ul style="list-style-type: none"> <li>HO 1 Mix and type of housing in new development and specialist housing</li> </ul>
DM 21 - Development within the curtilage of a dwellinghouse	Retain/Update	<ul style="list-style-type: none"> <li>HO 3 Proposals for residential development</li> </ul>
DM 22 - Change of use to dwellinghouses and residential conversions	Retain/Update	<ul style="list-style-type: none"> <li>HO 3 Proposals for residential development</li> </ul>
DM 23 - Delivering affordable housing	Retain/Update	<ul style="list-style-type: none"> <li>HO 2 Delivering affordable housing</li> </ul>
DM 24 - Rural exception sites	Retain/Update	<ul style="list-style-type: none"> <li>HO 5 Rural exception sites</li> </ul>
DM 25 - Essential rural workers dwellings	Retain/Update	<ul style="list-style-type: none"> <li>HO 4 Essential rural workers dwellings</li> </ul>



## A Proposed approach to existing Local Plan policies

Policy number and title	Action	Proposed approach
DM 26 - Specialist accommodation	Retain/Update	<ul style="list-style-type: none"> <li>HO 1 Mix and type of housing in new development and specialist housing</li> </ul>
DM 27 - Student accommodation	Retain/Update	<ul style="list-style-type: none"> <li>HO 1 Mix and type of housing in new development and specialist housing</li> </ul>
DM 28 - Houses in Multiple Occupation	Retain/Update	<ul style="list-style-type: none"> <li>HO 6 Houses in Multiple Occupation</li> </ul>
DM 29 - Health impacts of new development	Retain/Update	<ul style="list-style-type: none"> <li>HW 1 Health and wellbeing</li> </ul>
DM 30 - Noise	Retain/Update	<ul style="list-style-type: none"> <li>HW 1 Health and wellbeing</li> </ul>
DM 31 - Air quality	Retain/Update	<ul style="list-style-type: none"> <li>HW 1 Health and wellbeing</li> </ul>
DM 32 - Land contamination and instability	Retain/Update	<ul style="list-style-type: none"> <li>HW 1 Health and wellbeing</li> </ul>
DM 33 - New or extension to hazardous installations	Retain/Update	<ul style="list-style-type: none"> <li>HW 1 Health and wellbeing</li> </ul>
DM 34 - Development in the vicinity of hazardous installations	Retain/Update	<ul style="list-style-type: none"> <li>HW 1 Health and wellbeing</li> </ul>
DM 35 - Open space and new development	Retain/Update	<ul style="list-style-type: none"> <li>OS 1 Open space, sport and recreation</li> </ul>
DM 36 - Provision for sport and recreation	Retain/Update	<ul style="list-style-type: none"> <li>OS 1 Open space, sport and recreation</li> </ul>
DM 37 - Recreational routeways	Retain/Update	<ul style="list-style-type: none"> <li>OS 1 Open space, sport and recreation</li> </ul>
DM 38 - Waterways and mooring facilities	Retain/Update	<ul style="list-style-type: none"> <li>MISC 3 Waterways and mooring facilities</li> </ul>
DM 39 - Culture and community facilities	Retain/Update	<ul style="list-style-type: none"> <li>OS 2 Culture and community facilities</li> </ul>
DM 40 - Development and flood risk	Retain/Update	<ul style="list-style-type: none"> <li>FW 1 Flood risk and water management</li> </ul>
DM 41 - Sustainable Drainage Systems (SuDS)	Retain/Update	<ul style="list-style-type: none"> <li>FW 1 Flood risk and water management</li> </ul>
DM 42 - Flood water storage	Retain/Update	<ul style="list-style-type: none"> <li>FW 1 Flood risk and water management</li> </ul>
DM 43 - Water quality, supply and treatment	Retain/Update	<ul style="list-style-type: none"> <li>FW 1 Flood risk and water management</li> </ul>

## Proposed approach to existing Local Plan policies A

Policy number and title	Action	Proposed approach
DM 44 - Protecting and enhancing the natural environment	Retain/Update	<ul style="list-style-type: none"> <li>GI 1 Green infrastructure, biodiversity and nature</li> </ul>
DM 45 - Trees, woodland and hedgerows	Retain/Update	<ul style="list-style-type: none"> <li>GI 1 Green infrastructure, biodiversity and nature</li> </ul>
DM 46 - Development in conservation areas	Retain/Update	<ul style="list-style-type: none"> <li>HE 1 Historic environment</li> </ul>
DM 47 - Listed buildings	Retain/Update	<ul style="list-style-type: none"> <li>HE 1 Historic environment</li> </ul>
DM 48 - Non-designated heritage assets	Retain/Update	<ul style="list-style-type: none"> <li>HE 1 Historic environment</li> </ul>
DM 49 - Registered Parks and Gardens and Battlefields	Retain/Update	<ul style="list-style-type: none"> <li>HE 1 Historic environment</li> </ul>
DM 50 - Archaeology	Retain/Update	<ul style="list-style-type: none"> <li>HE 1 Historic environment</li> </ul>
DM 51 - Wind energy	Retain/Update	<ul style="list-style-type: none"> <li>EN 2 Wind energy</li> </ul>
DM 52 - Solar energy	Retain/Update	<ul style="list-style-type: none"> <li>EN 3 Solar energy</li> </ul>
DM 53 - Energy generation, storage and district heat networks	Retain/Update	<ul style="list-style-type: none"> <li>EN 1 Energy supplies and energy related developments</li> <li>EN 4 Sustainable energy and heat</li> </ul>
DM 54 - Waste management facilities	Retain/Update	<ul style="list-style-type: none"> <li>MW 1 Managing waste</li> </ul>
DM 55 - Sites for replacement household waste recycling facilities	Delete	<ul style="list-style-type: none"> <li>MW 1 Managing waste</li> </ul>

## B Potential growth areas - additional information

### B Potential growth areas - additional information

**B.1** The broad areas, referred to as 'potential growth areas', around each settlement have been identified through an area search. Land that was subject to significant constraints such as flood zone 3 and European or national environmental designations (for example SSSI sites) were not included. The boundary attached to each area is for illustrative purposes, and is used to identify a general area, not a specific parcel/parcels of land.

**B.2** The capacities are only estimates, for illustrative purposes, and are not based on site specific circumstances. A detailed assessment of an area will be undertaken during the process of identifying land allocations in the new Local Plan.

**B.3** The housing capacity for each of the identified growth areas has been estimated applying the method set out in the Council's Land Availability Assessment. A developable area assumption of between 90% and 60% has been applied to the gross site area, and a general density of 35 dwellings per hectare.

**B.4** The employment capacity is based on the gross area (ha) of the broad location and has been adjusted on mixed use sites to account for other uses.

#### Growth area: CHESTER

Table B.1

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
CH01	Chester North - Upton Triangle	Mixed-use	140.39	Y	2,359	-	B / C
CH02	Chester East - Piper's Ash	Housing	205.53	Y	4,316	-	B / C
CH03	Chester South - Wrexham Road	Housing	103.04	Y	2,164	-	B / C
CH04	Chester North - north of Blacon	Housing	149.57	Y	3,141	-	B / C

#### Growth area: ELLESMERE PORT

Table B.2

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
EP01	Ellesmere Port South - A5117	Mixed-Use	328.41	Y	5,517	66 ha	B / C
EP02	Ellesmere Port West - Backford Cross	Housing	53.91	Y	1,132	-	B / C
EP03	Ellesmere Port North - Little Sutton	Housing	31.47	Y	661	-	B / C
EP04	East of Protos	Mixed-use	32.01	N	-	32 ha	A / B

## Potential growth areas - additional information B

**Growth area: NORTHWICH**

Table B.3

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
NOR01	Barnton North - south of Cogshall Lane	Housing	80.58	Y	1,692	-	B / C
NOR02	Wincham North - north of Wincham Lane	Housing	32.52	Y	683	-	B / C
NOR03	Wincham East - north of Wincham Business Park	Employment	5.57	Y	-	6 ha	B / C
NOR04	Gadbrook South - Park Farm	Employment	14.85	N	-	15 ha	A / B / C
NOR05	Southwest Gadbrook Park	Employment	32.4	N	-	32 ha	A / B / C
NOR06	Davenham East - south of Church Street	Housing	41.06	N	862	-	A / B / C
NOR07	Davenham West - north of Eaton Lane	Housing	21.08	N	443	-	A / B / C
NOR08	Hartford South - south of A556	Mixed-use	42.91	N	901	-	A / B / C
NOR09	Hartford North - east of Littledales Lane	Housing	33.08	Y	695	-	B / C
NOR10	Weaverham South - north of railway line	Housing	41.67	Y	875	-	B / C
NOR11	Weaverham West - west of Sandy Lane	Housing	28.29	Y	594	-	B / C
NOR12	Weaverham North - north of Farm Road	Housing	20.07	Y	421	-	B / C

**Growth area: WINSFORD**

Table B.4

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
WIN01	Winsford North - Wharton Green	Employment	28.62	N	-	29 ha	A / B
WIN02 (A)	Winsford East - north of Willowbeds	Employment	34.3	N	-	34 ha	A / B
WIN02 (B)	Winsford East - south of Willowbeds	Employment	35.7	N	-	36 ha	A / B / C

## B Potential growth areas - additional information

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
WIN03	Winsford South - Clive Green	Housing	41.07	N	862	-	A / B / C
WIN04	Winsford South - Ways Green	Housing	79.62	N	1,672	-	A / B / C
WIN05	Winsford West - Hebden Green	Housing	303.6	N	6,376	-	A / C
WIN06	Winsford West - Blakeden Lane	Mixed-use	152.76	N	2,566	31 ha	A / B
WIN07	Winsford West - Salterswell	Housing	104.34	N	2,191	-	A / B / C

### Growth area: CUDDINGTON & SANDIWAY

Table B.5

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
CUD01	Cuddington North - east of Warrington Road	Housing	15.39	Y	323	-	B / C
CUD02	Sandiway South - Dalefords Lane	Housing	43.95	N	923	-	A / B / C
CUD03	Sandiway South - south of Chester Road	Mixed-use	17.82	N	187	5.35	A / B / C
CUD04	Sandiway West - Forest Road	Housing	63.56	Y	1,335	-	B / C
CUD05	Cuddington North - east of Delamere Park	Housing	57.06	Y	1,198	-	B / C

### Growth area: FARNDON

Table B.6

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
FAR01	Farndon West - west of Chester Road	Housing	30.28	N	636	-	A / B / C
FAR02	Farndon East - west of Sibbersfield Lane	Housing	30.05	N	631	-	A / B / C
FAR03	Farndon South - west of Crewe Lane	Housing	3.82	N	134	-	A / B / C



## Potential growth areas - additional information B

**Growth area: FRODSHAM**

Table B.7

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
FRO01	Frodsham East - east of Townfield Lane	Housing	30.28	Y	636	-	B / C
FRO02	Frodsham South - east of Kingsley Road	Housing	33.44	Y	702	-	B / C
FRO03	Frodsham West - north of Marsh Green	Housing	32.04	Y	673	-	B / C

**Growth area: HELSBY**

Table B.8

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
HEL01	Helsby North - Chester Road	Housing	21.52	Y	452	-	B / C
HEL02	Helsby West - south of The Rock	Housing	10.2	Y	250	-	B / C
HEL03	Helsby South - Chester Road	Housing	14.06	Y	344	-	B / C

**Growth area: KELSALL**

Table B.9

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
KEL01	Kelsall south - south of Flat Lane	Housing	32.86	N	690	-	A / B / C
KEL02	Kelsall North - south of A54	Housing	38.9	Y	818	-	B / C

**Growth area: MALPAS**

Table B.10

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
MAL01	Malpas North - east of Chester Road	Housing	7.12	N	187	-	A / B / C
MAL02	Malpas South - east of Old Hall Street	Housing	13.09	N	321	-	A / B / C

## B Potential growth areas - additional information

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
MAL03	Malpas South - north of Mastiff Lane	Housing	14.95	N	366	-	A / B / C
MAL04	Malpas West - north of Wrexham Road	Housing	19.77	N	514	-	A / B / C
MAL05	Malpas North - west of Chester Road	Housing	11.77	N	288	-	A / B / C

### Growth area: NESTON & PARKGATE

Table B.11

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
NEP01	Parkgate North - Boathouse Lane	Housing	41.7	Y	876	-	B / C
NEP02	Parkgate North - north of Clayhills	Mixed-use	75.04	Y	788	38 ha	B / C
NEP03	Parkgate East - north of Raby Park Road	Housing	13.69	Y	335	-	B / C
NEP04	Neston East - south of Raby Park Road	Housing	23.6	Y	677	-	B / C
NEP05	Neston East - south of Hinderton Road	Housing	12.76	Y	313	-	B / C
NEP06	Little Neston East - Mill Lane	Housing	66.88	Y	1,404	-	B / C

### Growth area: TARPORLEY

Table B.12

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
TAR01	Tarporley East - Walkers Lane	Housing	25.95	N	545	-	A / B / C
TAR02	Tarporley South - Brook Road	Housing	27.38	N	575	-	A / B / C
TAR03	Tarporley West - north of Birch Heath Road	Housing	7.09	N	186	-	A / B / C
TAR04	Tarporley West - west of The Rectory, High Street	Housing	9.26	N	243	-	A / B / C

## Potential growth areas - additional information B

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
TAR05	Tarporley North - north of A49	Housing	31.46	N	661	-	A / B / C

**Growth area: TARVIN**

Table B.13

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
TARV01	Tarvin North - north of By Pass Road	Housing	21.31	Y	448	-	B / C
TARV02	Tarvin East - east of Church Street	Mixed-use	27.59	N	464	-	A / B / C
TARV03	Tarvin West - Tarvin roundabout	Housing	3.43	Y	102	-	B / C

**Growth area: TATTENHALL**

Table B.14

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
TAT01	Tattenhall North - north of Keys Brook	Housing	15.31	N	322	-	A / B / C
TAT02	Tattenhall East - east of Harding Avenue	Housing	13.67	N	335	-	A / B / C
TAT03	Tattenhall South - south of Burwardsley Road	Mixed-use	9.86	N	207	-	A / B / C
TAT04	Tattenhall South - east of Bolesworth Road	Housing	2.48	N	74	-	A / B / C
TAT05	Tattenhall South - south of Frog Lane	Housing	11.67	N	286	-	A / B / C
TAT06	Tattenhall West - south of Chester Road	Housing	11.08	N	271	-	A / B / C
TAT07	Tattenhall West - north of Chester Road	Housing	8.54	N	224	-	A / B / C

## B Potential growth areas - additional information

### Rural train station: ACTON BRIDGE

Table B.15

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
ACB01	Acton Bridge South - south of Station Hill	Housing	7.7	Y	202	-	C
ACB02	Acton Bridge South - north of Station Hill	Housing	8.78	Y	230	-	C
ACB03	Acton Bridge West - west of Hill Top Road	Housing	7.51	Y	197	-	C
ACB04	Acton Bridge North - Hill Top Road, Strawberry Lane	Housing	5.27	Y	138	-	C
ACB05	Acton Bridge West - west of Hill Top Road	Housing	7.71	Y	202	-	C

### Rural train station: CAPENHURST

Table B.16

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
CAP01	Capenhurst South - south of Dunkirk Lane	Housing	18.67	Y	392	-	C
CAP02	Capenhurst West - north of Dunkirk Lane	Housing	12.4	Y	304	-	C

### Rural train station: DELAMERE

Table B.17

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
DEL01	Delamere South - east of Station Road	Housing	13.97	Y	342	-	C

### Rural train station: ELTON

Table B.18

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
ELT01	Elton North - Old Camp	Employment	6.17	N	-	6 ha	C

## Potential growth areas - additional information B

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
ELT02	Elton West - south of railway line	Housing	17.81	Y	374	-	C
ELT03	Elton East - east of Ash Road	Housing	9.02	Y	237	-	C
ELT04	Elton - Junction 14 (M56)	Housing	11.42	Y	280	-	C

**Rural train station: HOOTON**

Table B.19

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
HOO01	Hooton West - north of Hooton Road	Housing	8.19	Y	215	-	C
HOO02	Hooton North - adjacent Hooton Trading Estate	Housing	6.99	Y	183	-	C
HOO03	Hooton East - north of Hooton Road	Mixed-use	18.27	Y	307	2 ha	C
HOO04	Hooton South - east of Waterlocks Lane	Housing	9	Y	236	-	C

**Rural train station: LOSTOCK GRALAM**

Table B.20

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
LOS01	Lostock North - north of Manchester Road	Housing	15.7	Y	330	-	C
LOS02	Lostock South - east of Lostock Hollow	Housing	12.13	N	297	-	C
LOS03	Lostock South - west of Lostock Hollow	Housing	11.65	N	284	-	C

**Rural train station: MOULDSWORTH**

Table B.21

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
MOU01	Mouldsworth North - east of Station Road	Housing	0.69	Y	22	-	C



B

Potential growth areas - additional information

Area ref	Name	Proposed use(s)	Gross area (ha)	Green Belt	Housing estimate	Employment estimate	Growth option(s)
MOU02	Mouldsworth North - west of Station Riad	Housing	2.72	Y	81	-	C
MOU03	Mouldsworth South - west of Church Street	Housing	0.95	Y	30		C



## Accessing Cheshire West and Chester Council information and services

Council information is also available in Audio, Braille, Large Print or other formats. If you would like a copy in a different format, in another language or require a BSL interpreter, please email us at **[equalities@cheshirewestandchester.gov.uk](mailto:equalities@cheshirewestandchester.gov.uk)**

إذا أردت المعلومات بلغة أخرى أو بطريقة أخرى، نرجو أن تطلب ذلك منا.

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

Pokud byste požadovali informace v jiném jazyce nebo formátu, kontaktujte nás

Jeżeli chcieliby Państwo uzyskać informacje w innym języku lub w innym formacie, prosimy dać nam znać.

ਜੇ ਇਹ ਜਾਣਕਾਰੀ ਤੁਹਾਨੂੰ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ ਚਾਹੀਦੀ, ਤਾਂ ਇਹ ਸਾਥੋਂ ਮੰਗ ਲਵੋ।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

Türkçe bilgi almak istiyorsanız, bize başvurabilirsiniz.

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

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