

## Appendix A – Schedule of Relevant Development Plan Policies (Land Southwest of Gadbrook Park)

Policy	Wording
<b>Local Plan (Part One) Strategic Policies</b> <a href="#">Cheshire West and Chester Local Plan (Part One) Strategic Policies - Details - Keystone</a>	
<b>STRAT 1 – Sustainable Development</b>	<p>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. Proposals that are in accordance with relevant policies in the Plan and support the following sustainable development principles will be approved without delay, unless material considerations indicate otherwise:</p> <ul style="list-style-type: none"> <li>• Mitigate and adapt to the effects of climate change, ensuring development makes the best use of opportunities for renewable energy use and generation.</li> <li>• Provide for mixed-use developments which seek to provide access to homes, employment, retail, leisure, sport and other facilities, promoting healthy and inclusive communities whilst reducing the need to travel.</li> <li>• Locate new housing, with good accessibility to existing or proposed local shops, community facilities and primary schools and with good connections to public transport</li> <li>• Protect, enhance and improve the natural and historic environment whilst enhancing and restoring degraded and despoiled land, seeking opportunities for habitat creation.</li> <li>• Encourage the use and redevelopment of previously developed land and buildings in sustainable locations that are not of high environmental value.</li> <li>• Minimise the loss of greenfield land and high grade agricultural land.</li> <li>• Support regeneration in the most deprived areas of the borough and ensure those reliant on non-car modes of transport can access jobs and services.</li> <li>• Ensure the prudent use of our natural finite resources whilst promoting the re-use, recovery and recycling of materials.</li> </ul> <p>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.</p> <p>Where there are no Local Plan policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the National Planning Policy Framework, or specific policies in the Framework indicate that development should be refused.</p>
<b>STRAT 2 – Strategic Development</b>	<p>The Local Plan will promote strong, prosperous and sustainable communities by delivering ambitious development targets whilst protecting the high quality environment that contributes to the attractiveness and success of Cheshire West and Chester as a place to live and work.</p> <p>Over the period of 2010 to 2030 the Plan will deliver at least:</p> <ul style="list-style-type: none"> <li>• 22,000 new dwellings</li> <li>• 365 hectares of land for employment development to meet a range of types and sizes of site</li> </ul> <p>Development will be brought forward in line with the following settlement hierarchy:</p> <ol style="list-style-type: none"> <li>1. The majority of new development will be located within or on the edge of the city of Chester and towns of Ellesmere Port, Northwich and Winsford to maximise the use of existing infrastructure and resources and allow homes, jobs and other facilities to be located close to each other and accessible by public transport.</li> <li>2. To maintain the vitality and viability of rural areas, an appropriate level of new development will be brought forward to support new homes and economic and social development. Development will be focused in the key service centres of Cuddington and Sandiway, Farndon, Frodsham, Helsby, Kelsall, Malpas, Neston and Parkgate, Tarporley, Tattenhall and Tarvin, which represent the most sustainable rural locations.</li> <li>3. An appropriate level of development will also be brought forward in smaller rural settlements which have adequate services and facilities and access to public transport. These local service centres will be identified in the Local Plan (Part Two) Land Allocations and Detailed Policies Plan.</li> </ol> <p>To deliver the levels of development outlined a number of key sites have been identified and further sites will be identified through the Local Plan (Part Two) Land Allocations and Detailed Policies Plan and/or neighbourhood plans.</p>
<b>STRAT 5 – Northwich</b>	<p>Northwich will provide a key focus for development in the east of the borough.</p> <p>Provision will be made for at least 4,300 new dwellings and 30ha of additional land for business and industrial development. The Green Belt around Northwich will be maintained and the character and individuality of the settlements that form the wider built up area of Northwich safeguarded.</p> <p>Key proposals that provide significant potential for the regeneration and reuse of previously developed land are:</p> <ul style="list-style-type: none"> <li>• major housing led mixed-use development schemes at Winnington and Wincham Urban Villages.</li> <li>• the retail led regeneration of Northwich town centre and riverside through the delivery of Northwich Riverside projects, including most importantly the redevelopment of Barons Quay;</li> </ul> <p>Key sites for business and industrial developments are:</p> <ul style="list-style-type: none"> <li>• Gadbrook Park will be retained and protected for continued employment purposes. Any expansion of the employment park will be assessed through the Local Plan (Part Two) Land Allocations and Detailed Policies Plan</li> <li>• A site will be identified through the Local Plan (Part Two) Land Allocations and Detailed Policies Plan to meet the need for logistics/warehousing and distribution.</li> </ul> <p>Development within areas identified at risk of flooding in Northwich will be required to provide flood mitigation measures to manage the flood risk associated with or caused by the development and to ensure the development will be safe without increasing flood risk elsewhere.</p>
<b>STRAT 10 – Transport and accessibility</b>	<p>In accordance with the key priorities for transport set out in the Local Transport Plan, development and associated transport infrastructure should:</p> <ul style="list-style-type: none"> <li>• Provide and develop reliable and efficient transport networks that support sustainable economic growth in the borough and the surrounding area</li> <li>• Reduce carbon emissions from transport and take steps to adapt our transport networks to the effects of climate change</li> <li>• Contribute to safer and secure transport and promote forms of transport that are beneficial to health</li> <li>• Improve accessibility to jobs and key services which help support greater equality of opportunity</li> </ul>

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	<ul style="list-style-type: none"> <li>• Ensure that transport helps improve quality of life and enhances the local environment</li> </ul> <p>In order to minimise the need for travel, proposals for new development should be located so as they are accessible to local services and facilities by a range of transport modes.</p> <p>New development will be required to demonstrate that:</p> <ul style="list-style-type: none"> <li>• Additional traffic can be accommodated safely and satisfactorily within the existing, or proposed, highway network</li> <li>• Satisfactory arrangements can be made to accommodate the additional traffic before the development is brought into use</li> <li>• Appropriate provision is made for access to public transport and other alternative means of transport to the car</li> <li>• Measures have been incorporated to improve physical accessibility and remove barriers to mobility, especially for disabled and older people. The safety of all road users should be taken into account in the design and layout of new developments.</li> </ul> <p>Opportunities to improve public transport facilities will be taken wherever possible, through improved services, interchange facilities and parking at railway stations.</p> <p>Developments that would generate significant amounts of movement should be accompanied by a Transport Assessment and Travel Plan, in accordance with Council guidance.</p> <p>New developments will be expected to provide adequate levels of car and cycle parking in accordance with the Council's parking standards, taking account of:</p> <ul style="list-style-type: none"> <li>• The accessibility of the development</li> <li>• The type, mix and use of the development</li> <li>• The availability of, and opportunities for, public transport</li> <li>• Local car ownership levels</li> </ul> <p>Parking provision should support the viability of town centres whilst minimising traffic congestion.</p> <p>Proposals should seek to maximise use of sustainable (low carbon) modes of transport, by incorporating high quality facilities for pedestrians, cyclists and public transport and where appropriate charging points for electric vehicles.</p> <p>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.</p> <p>Proposals for new industrial and warehousing development should maximise opportunities to transport products by non-road modes of transport. 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. Existing or potential freight movement opportunities will be safeguarded from development which could preclude continued or future freight use.</p> <p>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.</p> <p><b>Improvements to the Transport Network</b></p> <p>Improvements to the transport network will be supported through schemes and strategies including the following:</p> <ul style="list-style-type: none"> <li>• Chester Transport Strategy (Phase 1)</li> <li>• Chester Bus Interchange as shown on the Policies Map</li> <li>• New Bridge Road / A5117 link, Ellesmere Port as shown on the Policies Map</li> </ul>
<b>STRAT 11 – Infrastructure</b>	<p>To ensure the delivery of infrastructure improvements, to secure the future of sustainable communities throughout Cheshire West and Chester, and meet the wider sustainability objectives of the borough, the Council will:</p> <ul style="list-style-type: none"> <li>• support the provision of appropriate new infrastructure, including schemes intended to mitigate and adapt to climate change and any cross boundary schemes necessary to deliver the priorities of the Local Plan where this will have no significant adverse impact upon recognised environmental assets.</li> <li>• support measures to protect, enhance or improve access to existing facilities, services and amenities that contribute to the quality of life of residents, businesses and visitors, including access to information and communication technologies (ICT).</li> <li>• facilitate the timely provision of additional facilities, services and infrastructure to meet identified needs, whether arising from new developments or existing community need, in locations that are appropriate and accessible.</li> </ul> <p>To facilitate the delivery of the above, new development will, where appropriate, be required to contribute towards the Council's identified infrastructure priorities in accordance with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance.</p> <p>Other planning obligations will be directly related to the nature and potential impact of a development taking into account material considerations including viability of a development.</p> <p>The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.</p>
<b>ECON 1 – Economic growth, employment and enterprise</b>	<p>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.</p> <p>The Council 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.</p> <p>A flexible supply of land for industrial and business use (falling within use classes B1, B2 and B8) will be provided to meet a range of types and sizes of site in locations across the borough. This supply will be met through existing planning commitments and new sites allocated for employment use.</p> <p>In reviewing the continued suitability of existing employment allocations and in releasing new sites to meet future economic development needs, the following will be considered:</p>

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	<ul style="list-style-type: none"> <li>Proposals having the potential to support the growth and expansion of key business sectors as identified in sub-regional and local economic growth strategies.</li> <li>Proposals supporting the delivery of major regeneration programmes in Cheshire West and Chester.</li> <li>Proposals should be in accessible locations by a range of transport modes and compatible with neighbouring land uses.</li> <li>Where sustainable and viable town centre sites for new office uses are not available, suitable edge of centre sites will be brought forward that are well connected to town centres and by public transport.</li> <li>There should be a reasonable prospect of the site being developed for employment (B1, B2 and B8 use) within the Plan period.</li> </ul> <p>Key employment locations are identified and safeguarded as essential to meeting the future economic growth in the area:</p> <ul style="list-style-type: none"> <li>Chester Business Quarter</li> <li>Chester Business Park</li> <li>Hooton Park</li> <li>Ince Park</li> <li>New Bridge Road</li> <li>Stanlow</li> </ul> <p>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 the proposed use is compatible with existing retained employment uses in the locality and where:</p> <ul style="list-style-type: none"> <li>the proposal would not limit the range, choice and quality of employment sites available to meet future employment needs; or</li> <li>it can be demonstrated that the continued use of the premises for employment use is no longer commercially viable or environmentally acceptable.</li> </ul> <p>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.</p> <p>The Council will support the delivery of high speed broadband infrastructure across the borough, particularly in the rural area, and the provision of adequate telecommunications.</p>
<b>SOC 5 – Health and well-being</b>	<p>In order to meet the health and well-being needs of our residents proposals will be supported that:</p> <ul style="list-style-type: none"> <li>provide new or improved health facilities across the borough, particularly in areas of recognised need</li> <li>support improved links to healthcare in rural areas</li> <li>promote safe and accessible environments and developments with good access by walking, cycling and public transport</li> <li>support opportunities to widen and strengthen the borough's cultural, sport, recreation and leisure offer</li> <li>consider the specific requirements of different groups in the community (e.g. families with children, older people, people with disabilities, service families) in all relevant development</li> <li>work to reduce poverty and deprivation across the borough, particularly in areas of identified need</li> <li>promote high quality greenspace, and access to this across the borough, particularly in areas of recognised need.</li> </ul> <p>Development that gives rise to significant adverse impacts on health and quality of life (e.g. soil, noise, water, air or light pollution, and land instability, etc) including residential amenity, will not be allowed.</p>
<b>ENV 1 – Flood risk and water management</b>	<p>The Local Plan will seek to reduce flood risk, promote water efficiency measures, and protect and enhance water quality through the following mechanisms:</p> <ul style="list-style-type: none"> <li>All development must follow the sequential approach to determining the suitability of land for development, directing new development to areas at the lowest risk of flooding and where necessary apply the exception test, as outlined in national planning policy.</li> <li>Developers will be required to demonstrate, where necessary, through an appropriate Flood Risk Assessment (FRA) at the planning application stage, that development proposals will not increase flood risk on site or elsewhere, and should seek to reduce the risk of flooding. New development will be required to include or contribute to flood mitigation, compensation and/or protection measures, where necessary, to manage flood risk associated with or caused by the development.</li> <li>Development proposals should comply with the Water Framework Directive by contributing to the North West River Basin Management Plan and Dee River Basin Management Plan objectives, unless it can be demonstrated that this would not be technically feasible.</li> <li>The drainage of new development shall be designed to reduce surface water run-off rates to include the implementation of Sustainable Drainage Systems (SUDS) unless it can be demonstrated that it is not technically feasible or viable.</li> <li>Proposals within areas of infrastructure capacity and/or water supply constraint should demonstrate that there is adequate wastewater infrastructure and water supply capacity to serve the development or adequate provision can be made available.</li> </ul>
<b>ENV 2 – Landscape</b>	<p>The Local Plan will protect and, wherever possible, enhance landscape character and local distinctiveness. This will be achieved by:</p> <ul style="list-style-type: none"> <li>The identification of key gaps in the Local Plan (Part Two) Land Allocations and Detailed Policies Plan between settlements outside the Green Belt that serve to protect and maintain their character</li> <li>Supporting the designation of Local Green Space</li> <li>Protecting the character of the borough's estuaries and undeveloped coast.</li> </ul> <p>Development should:</p> <ul style="list-style-type: none"> <li>Take full account of the characteristics of the development site, its relationship with its surroundings and where appropriate views into, over and out of the site.</li> <li>Recognise, retain and incorporate features of landscape quality into the design.</li> </ul>
<b>ENV 3 – Green Infrastructure</b>	<p>The Local Plan will support the creation, enhancement, protection and management of a network of high quality multi-functional Green Infrastructure. This will be achieved by:</p> <ul style="list-style-type: none"> <li>Development incorporating new and/or enhanced Green Infrastructure of an appropriate type, standard and size or contributing to alternative provision elsewhere.</li> <li>Increased planting of trees and woodlands, particularly in urban areas and the urban fringe.</li> </ul>

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<b>ENV 4 – Biodiversity and Geodiversity</b>	<p>The Local Plan will safeguard and enhance biodiversity and geodiversity through the identification and protection of sites and/or features of international, national and local importance.</p> <p>Sites will be protected from loss or damage taking account of:</p> <ul style="list-style-type: none"> <li>• The hierarchy of designations of international, national and local importance</li> <li>• The irreplaceability of habitats, sites and/or features and contribution to the borough's ecological network of sites and features</li> <li>• Impact on priority habitats and protected/priority species</li> </ul> <p>Development should not result in any net loss of natural assets, and should seek to provide net gains. Where there is unavoidable loss or damage to habitats, sites or features because of exceptional overriding circumstances, mitigation and compensation will be required to ensure there is no net loss of environmental value.</p>
<b>ENV 5 – Historic Environment</b>	<p>The Local Plan will protect the borough's unique and significant heritage assets through the protection and identification of designated and non-designated heritage assets* and their settings.</p> <p>Development should safeguard or enhance both designated and non-designated heritage assets and the character and setting of areas of acknowledged significance. The degree of protection afforded to a heritage asset will reflect its position within the hierarchy of designations.</p> <p>Development will be required to respect and respond positively to designated heritage assets and their settings, avoiding loss or harm to their significance. Proposals that involve securing a viable future use or improvement to an asset on the Heritage at Risk register will be supported.</p> <p>Development which is likely to have a significant adverse impact on designated heritage assets and their settings which cannot be avoided or where the heritage asset cannot be preserved in situ will not be permitted.</p> <p>Where fully justified and assessed, the Council may consent to the minimal level of enabling development consistent with securing a building's future in an appropriate viable use.</p> <p>Development in Chester should ensure the city's unique archaeological and historic character is protected or enhanced.</p> <p>*Heritage assets are defined as a building, monument, site, place, structure, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and non-designated heritage assets identified in the Cheshire Historic Environment Record, including local assets.</p>
<b>ENV 6 – High quality design and sustainable construction</b>	<p>The Local Plan will promote sustainable, high quality design and construction.</p> <p>Development should, where appropriate:</p> <ul style="list-style-type: none"> <li>• Respect local character and achieve a sense of place through appropriate layout and design</li> <li>• Provide high quality public realm</li> <li>• Be sympathetic to heritage, environmental and landscape assets</li> <li>• Ensure ease of movement and legibility, with priority for pedestrians and cyclists</li> <li>• Promote safe, secure environments and access routes</li> <li>• Make the best use of high quality materials</li> <li>• Provide for the sustainable management of waste</li> <li>• Promote diversity and a mix of uses</li> <li>• Incorporate energy efficiency measures and provide for renewable energy generation either on site or through carbon offsetting measures</li> <li>• Mitigate and adapt to the predicted effects of climate change</li> <li>• Meet applicable nationally described standards for design and construction</li> </ul>
<b>ENV 9 – Minerals supply and safeguarding</b>	<p>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.</p> <p>This will be achieved by:</p> <ul style="list-style-type: none"> <li>• maintaining a minimum seven year landbank for aggregate land-won sand and gravel, making provision for a steady and adequate supply over the Plan period in line with national policy and Local Aggregate Assessments, providing a flexible approach to the location of future minerals development to ensure a diversity of supply for the market. Specific sites and preferred areas will be identified within the Local Plan (Part Two) Land Allocations and Detailed Policies Plan for the future extraction of aggregate land-won sand and gravel as either extensions to existing sites or new sites</li> <li>• safeguarding Cheshire West and Chester's extent of finite natural resources and associated infrastructure from incompatible development by delineating Mineral Safeguarding Areas for sand and gravel, salt and shallow coal, as shown on the Policies Map, together with existing and potential sites for minerals infrastructure</li> <li>• supporting proposals which enable the use of secondary and recycled mineral resources, reducing the reliance on primary aggregate extraction where appropriate</li> <li>• supporting the retention of and proposals for fixed construction, demolition and excavation waste recycling sites in appropriate locations across the borough</li> <li>• supporting environmentally acceptable proposals which enable the use of locally sourced building stone for architectural and heritage purposes</li> <li>• ensuring the sustainable and prudent use of all natural mineral resources, including salt and brine, whilst having regard to the need to contribute to the provision of nationally significant gas storage capacity</li> <li>• requiring all proposals for minerals development to include high quality restoration and aftercare proposals in keeping with surrounding land uses.</li> </ul>
<b>Local Plan (Part Two) Land Allocations and Detailed Policies</b> <a href="#">Local Plan - Part Two   Cheshire West and Chester Council</a>	
<b>T1 – Local road network improvement schemes</b>	<p>Improvements to the local road network will be supported in accordance with Local Plan (Part One) policy STRAT 10, subject to further investigations and the availability of funding. Priority local road network schemes include:</p> <ol style="list-style-type: none"> <li>1. construction of a Chester Western Relief Road (CWRR);</li> <li>2. improvements to the link between Winsford/Middlewich and the M6 Junction 18;</li> <li>3. interventions to the north of Northwich including the Winnington Swing Bridge.</li> </ol>

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	<p>To facilitate the delivery of the priority local road network schemes, the following land is safeguarded from development, for road and junction improvements:</p> <p>A. A54 Winsford Railway Station to Stanthorne</p> <p>Proposals for local road network improvement schemes will be expected to deliver significant benefits to traffic management and:</p> <ol style="list-style-type: none"> <li>include noise mitigation measures where necessary;</li> <li>provide walking/cycling/shared-use paths as part of the scheme;</li> <li>incorporate a structural landscaping scheme which effectively mitigates any adverse visual impacts on the surrounding area;</li> <li>minimise impact on biodiversity and geodiversity.</li> </ol> <p>Financial contributions to deliver local road network improvements will be secured through Section 106 legal agreements and/or the Community Infrastructure Levy, subject to the provisions of Local Plan (Part One) policy STRAT 11.</p>
<b>T3 – Railway Stations</b>	<p>Proposals for the enhancement of railway stations will be supported in line with Local Plan (Part One) policy STRAT 10, including:</p> <ol style="list-style-type: none"> <li>improvements to the capacity of Chester Station;</li> <li>provision of car parking to serve: Hartford, Northwich, Winsford, Helsby, Frodsham and Cuddington stations</li> </ol> <p>Land is safeguarded, as identified on the policies map, for the expansion and/or improvement of facilities, at the following railway stations:</p> <ol 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> </ol> <p>Development proposals involving the construction of new rail stations; the re-opening of former rail stations; the improvement of rail freight facilities; or the development of transport interchange facilities will be supported.</p>
<b>T 4 – Rail corridors</b>	<p>Disused rail corridors and railway lines are safeguarded from development to protect them for possible future transport use, including the following rail corridors/lines identified on the policies map:</p> <ol style="list-style-type: none"> <li>Mickle Trafford-Shotton</li> <li>Helsby/Mouldsworth</li> <li>Railway link adjacent to New Warrington Road</li> <li>Tattenhall-Whitchurch</li> </ol> <p>Development proposals will only be supported, if it would not prejudice:</p> <ol style="list-style-type: none"> <li>the future reopening of the line for rail services;</li> <li>the use of the route of the line as a cycleway, footpath and/or bridleway;</li> <li>the use of the route as a linear park;</li> <li>the line's role as a wildlife corridor</li> </ol>
<b>T 5 – Parking and Access</b>	<p>In order to ensure that appropriate provision is made for access and parking, development proposals will be supported which meet the requirements of Local Plan (Part One) policy <a href="#">STRAT 10</a> and which:</p> <ol style="list-style-type: none"> <li>make safe provision for access to and from the site for all users of the development, including the provision of access to adopted highways, visibility splays and accompanying signage where necessary;</li> <li>allow for safe movement within the site, having regard to the requirements of the emergency services and service providers, including sufficient manoeuvring and standing space for the appropriate number and size of vehicles likely to serve the development at any one time;</li> <li>will not create any unacceptable impacts on amenity or road safety that cannot be satisfactorily mitigated by routeing controls or other highways improvements;</li> <li>are designed to incorporate measures to assist access to and around the site by pedestrians, cyclists and to meet the needs of people with disabilities;</li> <li>provide sufficient parking facilities to serve the needs of the development and have regard to the Council's latest adopted parking standards for cars and other vehicles as necessary, including cycles;</li> <li>provide appropriate charging infrastructure for electric vehicles in new developments.</li> </ol> <p>The Council will encourage improved parking facilities for residents and their visitors in older housing areas and to serve railway stations, where a clear need for such facilities can be demonstrated.</p> <p>Redevelopment of existing public car parks will be only be supported where adequate alternative provision is available or capable of being provided.</p> <p>Proposals for developments that provide coach parking/facilities, in line with the Council's latest adopted strategy will be supported.</p>
<b>N4 – Employment land provision in Northwich</b>	<p>The following sites in Northwich, as identified on the policies map, are allocated to meet the strategic requirement for new employment development:</p> <ol style="list-style-type: none"> <li>land at Chapel Street, Wincham (16 hectares, use classes B1, B2, B8) in line with Local Plan (Part Two) policies N 2 and N 2.C</li> <li>Winnington Avenue, Northwich (6 hectares, use classes B1, B2, B8) in line with Local Plan (Part Two) policy N 3</li> <li>land at Lostock Works House (1.7 hectares, use classes B2, B8)</li> <li>land on Denton Drive Industrial Estate (0.6 hectares, use classes B1, B2, B8)</li> <li>Gadbrook Park (3 hectares, use classes B1, B2, B8) in line with Local Plan (Part Two) policy N 5</li> <li>land to the south A556/south-west Gadbrook Park (19 hectares, use classes B1, B2, B8) in line with Local Plan (Part Two) policy N 5</li> </ol> <p>Sites must be developed in accordance with the specified use class and criteria for each site. To ensure the borough-wide strategic development requirement can be met, these sites will be protected from alternative forms of development.</p> <p>Development in the vicinity of a hazard consultation zone must meet the requirements of Local Plan (Part Two) policies DM 33 and DM 34.</p>



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<b>N5 – Gadbrook Park</b>	<p>Within the Gadbrook Park area, as identified on the policies map, development proposals must be compatible with established employment uses, the character of the surrounding area and contribute towards achieving a more sustainable pattern of development for users of the business park. Within the established business park, proposals for environmental improvements that encourage continued investment by current and future occupiers will be supported where;</p> <ol style="list-style-type: none"> <li>1. there would be no adverse impact on the amenity of nearby residents</li> <li>2. it is compatible with the operational needs of site users</li> <li>3. there is no significant loss of employment potential</li> <li>4. provision is made for adequate car parking, or to encourage sustainable modes of travel</li> </ol> <p>Employment development on land to the south-west of Gadbrook Park, as identified in Local Plan (Part Two) N 4, should be comprehensively planned and brought forward in line with an agreed development brief that addresses criteria 5-11 below. Development within the area identified on the policies map should:</p> <ol style="list-style-type: none"> <li>5. provide suitable highways and access infrastructure improvements to ensure the traffic generated can be satisfactorily accommodated on the site and the surrounding road network;</li> <li>6. include measures to improve access by walking, cycling and public transport and provide connections to the surrounding area and established business park;</li> <li>7. support improvements and enhancements to the rail network and safeguard sufficient land for a railway station;</li> <li>8. provide car parking having regard to the Council's parking standards and takes account of parking needs in the surrounding area;</li> <li>9. minimise the landscape and visual impact of new development, be of a high quality design, of a suitable scale, density, form, massing, height and materials that respects the surrounding landscape character and topography and preserves or enhances the historic environment in accordance with the historic environment policies of the plan (DM 46-50), where relevant;</li> <li>10. integrate and enhance surrounding ecological networks and green infrastructure;</li> <li>11. minimise and mitigate flood risk within the site and surrounding area in line with Local Plan (Part Two) policy DM 40.</li> </ol>
<b>M 2 – Minerals safeguarding areas – prior extraction of minerals</b>	<p>In line with Local Plan (Part One) policy <a href="#">ENV 9</a>, minerals safeguarding areas (MSAs) will safeguard Cheshire West and Chester's extent of finite natural resources from incompatible development. Within a minerals safeguarding area, as identified on the policies map, non-mineral development or hydrocarbon development will only be supported if the applicant can demonstrate that:</p> <ol style="list-style-type: none"> <li>1. mineral sterilisation will not occur; or</li> <li>2. due to the quantity or quality of the mineral it is no longer of any existing or potential value; or</li> <li>3. the mineral can be extracted satisfactorily prior to the incompatible development taking place; or</li> <li>4. 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</li> <li>5. there is an overriding need for the incompatible development and the material planning benefits of the non-mineral or hydrocarbon development would outweigh the material planning benefits of the underlying or adjacent material; or</li> <li>6. the development comprises one of the exempt types of development listed in the explanation.</li> </ol>
<b>DM 2 impact on residential amenity</b>	<p>In line with Local Plan (Part One) policy <a href="#">SOC 5</a>, all proposals for new development will be expected to safeguard the quality of life for residents within the development and those living 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, including:</p> <ul style="list-style-type: none"> <li>• outlook</li> <li>• privacy</li> <li>• light</li> <li>• noise</li> <li>• odour</li> </ul> <p>In respect of light, regard will be had to loss of sunlight and daylight, and to the impact of artificial light.</p> <p>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.</p>
<b>DM 3 – Design, character and visual amenity</b>	<p>In line with Local Plan (Part One) policy ENV 6, development will be expected to achieve a high standard of design that respects the character and protects the visual amenity of the local area. Design solutions will be supported that, where relevant:</p> <ol style="list-style-type: none"> <li>1. are designed to respect the scale, character and appearance of any existing building within the site and contribute positively to the character of the area;</li> <li>2. respect and where appropriate enhance the prevailing layout, urban grain, landscape, density and mix of uses, scale and height, massing, appearance and materials;</li> <li>3. contribute to the legibility of the area, through form, layout and detailing;</li> <li>4. are sympathetic to the characteristics of the development site, its relationship with its surroundings and where appropriate views into, over and out of the site;</li> <li>5. respect and where possible enhance local distinctiveness through the use of building layout, design, materials, architectural detailing, public realm and boundary treatment;</li> <li>6. provide adequate external storage and amenity space;</li> <li>7. create safe environments and reduce the fear of crime in the area;</li> <li>8. do not prejudice the long term planning of the area.</li> </ol> <p>Development in the countryside will only be permitted where it would respect the key features of the landscape in line with Local Plan (Part Two) policy GBC 2, and is not detrimental to its character.</p> <p>New development within the curtilage of a dwellinghouse will be assessed in line with the development plan, including Local Plan (Part Two) policy DM 21.</p>
<b>DM 4 – Sustainable construction</b>	<p>In line with Local Plan (Part One) policy ENV 6, all development proposals (including changes of use) will be expected to achieve the highest levels of energy and water efficiency that is practical and viable, and to maximise opportunities to incorporate sustainable design features where feasible.</p> <p>New dwellings will be required to meet the optional higher National Housing Standard for water consumption of 110 litres per person per day.</p> <p>Non-domestic buildings will be expected to achieve a BREEAM rating of 'Excellent', unless it can be demonstrated that this is not technically or financially viable.</p>

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	<p>Innovative sustainable design solutions for energy efficiency and low carbon energy generation and use over and above Building Regulations and/or National Housing Standards will be supported. In all cases proposals for on-site renewable energy and low carbon generation will also need to meet the requirements of Local Plan (Part One) policy ENV 7.</p> <p>Where appropriate, major development proposals should be designed and incorporate measures to enable connections to a district heat network to be made now or in the future.</p> <p>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.</p> <p>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.</p>
<b>DM 5 protection and refurbishment of employment land and premises</b>	<p>Development proposals that would result in the loss of employment land or premises (use classes B1, B2, B8 or other similar employment uses) will only be supported where they meet the requirements of Local Plan (Part One) policy <a href="#">ECON 1</a> and the following criteria:</p> <ol style="list-style-type: none"> <li>1. the proposal would not limit the range, quality and quantity of employment land allocated to meet the strategic development requirements to 2030 set out in Local Plan (Part Two) policies <b>CH 3, EP 2, N 4, W 2</b> and <b>R 3</b>;</li> <li>2. 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;</li> <li>3. the proposed use is compatible with the location, neighbouring land uses, the character of the surrounding area and would contribute towards achieving a more sustainable pattern of development in line with Local Plan (Part One) policy <a href="#">STRAT 1</a>;</li> <li>4. the development is necessary to secure additional employment development that would not otherwise be viable; and</li> <li>5. the development would meet relevant requirements of neighbourhood plan policies on the protection of employment land and local priorities.</li> </ol>
<b>Policy DM 11 – Safeguarded areas around aerodromes</b>	<p>Within the safeguarded areas, as identified on the policies map, new development which does not adversely affect the operational integrity or safety of an airport or aircraft operations, radar and navigation systems will be supported. In considering proposals for development within a safeguarded area the Council will have particular regard to:</p> <ol style="list-style-type: none"> <li>1. the height and design of the development; and</li> <li>2. the likelihood of it creating a birdstrike risk; and</li> <li>3. the likely impact on navigational aids, radio waves, radar and telecommunications systems for the purposes of air traffic control and aircraft movements.</li> </ol>
<b>Policy DM 17 – Advertisements</b>	<p>Applications for advertisement consent will be supported provided there is no unacceptable harm to amenity and public safety. In the interest of amenity and public safety, the size, position, materials, colour scheme and means of illumination of advertisements must be designed to respect the general characteristics of the locality and the architectural character of the building on which they are to be displayed. Advertisements on buildings should be proportionate to the scale of the building and should not obscure architectural features.</p> <p>Illuminated advertisements will be supported in settlements where illuminated advertisements are a feature of the locality and the use of the premises is such that it is expected to operate outside of daylight hours throughout the year. Illumination will normally be restricted to the opening hours of the premises.</p> <p>Advertisements that satisfy the above criteria and are located below the first-floor level of a business premises frontage containing the main access or shopfront will be supported. The use of land or buildings for the display of advertisements unrelated to the premises on which they are to be displayed, and advertisements that are located some distance from the business being advertised, or are temporary advertisements, will not normally be supported unless it can be demonstrated that it would result in an enhancement to amenity or public safety.</p> <p>In assessing impacts on amenity and public safety regard will be had to the cumulative impact of advertisements.</p>
<b>DM 29 – Health impacts of new development</b>	<p>Development proposals should take every reasonable opportunity to promote and positively contribute to the health of the borough in line with Local Plan (Part One) policy SOC 5. A statement considering the health implications of new build commercial and residential development should be submitted, with mitigation of negative impacts made proportionate to the scheme.</p> <p>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 taken into account through an assessment. Such applications must make a positive contribution to health and wellbeing and any negative impacts adequately mitigated.</p> <p>Development that would give rise to significant adverse effects on health and wellbeing will not be supported.</p>
<b>DM 30 - Noise</b>	<p>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. Development which generates noise or is sensitive to it will only be permitted where it accords with the development plan and does not have an unacceptable adverse impact on human health or quality of life.</p> <p>Unless it can be demonstrated that a significant adverse impact on residential amenity arising from construction and demolition is unlikely it is expected that demolition and construction works shall be carried out during normal working hours.</p> <p>The Council must be satisfied that the proposed location of any construction/demolition site compound will minimise the noise impact on neighbouring residential uses.</p>
<b>DM 31 – Air quality</b>	<p>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 air pollution. In particular, development proposals within or adjacent to an Air Quality Management Area will be expected to be designed to mitigate the impact of poor air quality on future occupiers.</p> <p>An air quality assessment will be required for development proposals that have the potential for significant air quality impacts, including those which:</p> <ol style="list-style-type: none"> <li>1. are classed as major development and have the potential, either individually or cumulatively, for significant emissions; or</li> <li>2. are likely to result in an increase in pollution levels in an Air Quality Management Area (AQMA); or</li> <li>3. are likely to expose people to existing sources of air pollutants.</li> </ol>

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	<p>Where an air quality assessment identifies an unacceptable impact on or from air quality, an appropriate scheme of mitigation must be submitted, which may take the form of on-site measures or, where appropriate, a financial contribution to off-site measures. 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.</p> <p>Development that is likely to produce an odour should demonstrate that there is no negative impact on residential amenity, in line with Local Plan (Part One) policy SOC 5 and Local Plan (Part Two) policy DM 2.</p>
<b>Policy DM 32 – Land contamination and instability</b>	<p>In line with Local Plan (Part One) policies SOC 5 and ENV 4, 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.</p> <p><b>Contamination</b> Development on previously developed sites or on land known or suspected to be contaminated must be supported by an appropriate contamination assessment which clearly demonstrates that the risk from contamination can be successfully mitigated and managed over the lifetime of the development.</p> <p>Development adjacent to or adjoining known or suspected contaminated land may also need to be supported by an appropriate contamination assessment.</p> <p>Development adjoining or adjacent to a landfill site must be accompanied by a full landfill gas assessment conducted in accordance with current industry best practice guidance and identify the necessary mitigation measures to protect the development from the risks of landfill gas.</p> <p><b>Instability</b> 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, as well as those identified on the policies map with evidence of:</p> <ol style="list-style-type: none"> <li>1. brine and salt extraction (either currently, or in the past)</li> <li>2. past or potential future natural subsidence due to salt erosion</li> <li>3. coal mining</li> </ol> <p>Development must not result in an increased risk of subsidence or land instability on the site or in the surrounding area.</p>
<b>DM 34 development in the vicinity of hazardous installations</b>	<p>Development in the vicinity of hazardous installations, including proposed new installations for which planning permission or hazardous substances consent has been given, will be supported providing it would not result in a significant increase in the number of people being subjected to threshold levels of risk.</p> <p>Exceptions to this policy may be considered in existing built-up areas or where there is an existing commitment to development, in order to achieve a balance between the need for investment and regeneration within the existing urban areas and the degree of risk involved.</p>
<b>DM 37 – Recreational routeways</b>	<p>Development incorporating or adjacent to the following must protect and, wherever possible, enhance and extend:</p> <ul style="list-style-type: none"> <li>• Public Rights of Way</li> <li>• footpaths/bridleways</li> <li>• cycle routes</li> <li>• canals and waterways</li> </ul> <p>Re-routeing should be avoided, but may be supported if the alternative route is acceptable and / or the re-routeing is for a temporary period. Where appropriate, creation of new routeways will be supported.</p> <p>Development proposals that protect and enhance the public access and recreation value of strategic recreational routeways, as identified on the policies map, will be supported.</p>
<b>DM 40 – Development and flood risk</b>	<p>In line with Local Plan (Part One) policy ENV 1, flood risk must be avoided or reduced by:</p> <ol style="list-style-type: none"> <li>1. locating development within areas of lower flood risk through the application of a borough-wide sequential test and then, where required, applying the exception test in line with the National Planning Policy Framework; and</li> <li>2. ensuring development proposals in flood risk areas are actively managed and reduce flood risk by applying the sequential approach at site level.</li> </ol> <p>Where a site specific Flood Risk Assessment is required in line with the National Planning Policy Framework (NPPF), this will be expected to demonstrate whether a proposed development is likely to be affected by current or future flooding (including effects of climate change) from any source.</p> <p>Development proposals for sites that are at risk will only be supported where the site-specific Flood Risk Assessment shows that:</p> <ol style="list-style-type: none"> <li>3. the effects of climate change have been taken into account;</li> <li>4. there is no loss in floodplain storage resulting from the development;</li> <li>5. the development will not increase flood risk elsewhere;</li> <li>6. there is no adverse effect on the operational functions of any existing flood defence infrastructure;</li> <li>7. proposed resistance / resilience measures designed to deal with current and future risks are appropriate;</li> <li>8. where applicable, appropriate Sustainable Drainage System (SuDS) techniques have been considered and are to be incorporated into the design of the site, in line with Local Plan (Part Two) policy DM 41; and</li> <li>9. the development will be safe and pass the exceptions test, if applicable.</li> </ol> <p>A Flood Risk Assessment will be required for development within a Critical Drainage Area (CDA) as notified by the Environment Agency. All development in a designated CDA will be required to incorporate measures to alleviate surface water flood risk through the layout and form of the development, including the appropriate application of SuDS to intercept and attenuate overland flow and drained water in line with Local Plan (Part Two) policy DM 41 and the Council's Draft SuDS Design and Technical Guidance.</p> <p>Flood risk should be considered at an early stage in deciding the layout and design of a site to provide an opportunity to reduce flood risk within the development. Applicants will be required to provide schemes to reduce flood risk on individual sites through flood resilient</p>



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	<p>design and on site flood risk management measures. It is essential that the scheme proposed does not create any additional flood risk outside the development in any part of the catchment, either upstream or downstream.</p> <p>Existing structures and other features that help to reduce the risk of flooding or mitigate its impacts should be protected. Their loss, alteration or replacement will only be permitted where there would be no increase in flood risk.</p> <p>Where appropriate, the Council may request that phasing of development should be carried out to avoid any cumulative impacts of flood risk.</p>
<b>DM 41 – Sustainable Drainage Systems (SuDS)</b>	<p>In line with Local Plan (Part One) policy ENV 1, proposals for major development will be required to incorporate Sustainable Drainage Systems (SuDS).</p> <p>SuDS must be included in the early stages of the site design in order to incorporate appropriate SuDS within the development. SuDS schemes will be required to satisfy technical standards and design requirements having regard to the Council's Draft SuDS Design and Technical Guidance.</p> <p>On greenfield sites, restrictions on surface water runoff from new development should be incorporated into the development at the planning stage and must mimic or improve upon greenfield rates. On brownfield sites, site runoff rates should be reduced to the greenfield rates wherever possible. Where this cannot be achieved a reduction of at least 30 per cent of the actual existing runoff must be provided, unless it can be demonstrated that this is unachievable or hydraulically impractical to do so.</p>
<b>DM 43 – Water quality, supply and treatment</b>	<p>In line with Local Plan (Part One) policies <a href="#">ENV 1</a>, <a href="#">ENV 4</a> and <a href="#">SOC 5</a>, 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 (including drinking water supplies) or waste water infrastructure capacity by ensuring that:</p> <ol style="list-style-type: none"> <li>1. sufficient water resources are available and the proposal does not have a detrimental impact on the flow or quantity of groundwater;</li> <li>2. development does not affect the water quality of surface or groundwater;</li> <li>3. development does not cause unacceptable harm to biodiversity;</li> <li>4. opportunities to improve water quality are used where possible;</li> <li>5. water efficiency methods are optimised;</li> <li>6. wastewater infrastructure already exists or can be provided in time to serve the development. Development should connect to the nearest point of adequate capacity.</li> </ol> <p>The discharge of surface water to combined drainage systems will be regulated in accordance with requirements set by the relevant utility provider.</p> <p>The Council will support the development or expansion of infrastructure associated with water supply, surface water drainage and wastewater treatment facilities where proposals are consistent with other relevant development plan policies such as the development strategy (including development in the Green Belt), flood risk, contamination, health and wellbeing and protection of the natural and built environment.</p>
<b>DM 44 – Protecting and enhancing the natural environment</b>	<p>In line with Local Plan (Part One) policy ENV 4, development will be supported where there is no net loss of natural assets and, wherever possible, it delivers net gains within the borough.</p> <p>Development likely to have an impact on protected sites (statutory and non-statutory), protected/priority species, priority habitats or geological sites must be accompanied by an Ecological Assessment that complies with industry best practice and guidance, and:</p> <ol style="list-style-type: none"> <li>1. identifies the assets of biodiversity/geodiversity value on and within the vicinity of the site;</li> <li>2. evaluates the value and extent of the assets;</li> <li>3. assesses the likely expected impact of the development on assets of biodiversity/geodiversity value taking into account the mitigation hierarchy;</li> <li>4. identifies the net losses and gains for biodiversity/geodiversity, using a biodiversity metric calculation;</li> <li>5. identifies the options to enhance the value of the assets and contribute towards the borough's ecological network; and</li> <li>6. provides sufficient information to inform a Habitats Regulations Assessment (HRA), where development could have an individual or in combination significant effect on a European Site or its supporting habitat.</li> </ol> <p>Commensurate with the size and scale of potential impact, proposals must:</p> <ol style="list-style-type: none"> <li>7. be designed in line with the mitigation hierarchy, with compensatory measures only considered as a last resort;</li> <li>8. include a long term habitat and species management plan, if applicable;</li> <li>9. include a management plan for invasive species, if applicable; and</li> <li>10. utilise native species in landscaping schemes, where appropriate.</li> </ol> <p>Development that makes a positive contribution towards the borough's ecological network will be supported. Within the components of the ecological network, as identified on the policies map, proposals should:</p> <ol style="list-style-type: none"> <li>11. increase the size, quality or quantity of priority habitat within core areas, corridors or stepping stones;</li> <li>12. within corridors and stepping stones, improve the connectivity of habitats for the movement of mobile species;</li> <li>13. in restoration areas, improve the structural connectivity, resilience and function of the network;</li> <li>14. in buffer zones within core areas and around protected meres and mosses, minimise adverse impacts from pollution or disturbance;</li> <li>15. contribute towards the integration and creation of green infrastructure and habitats in line with Local Plan (Part One) policy ENV 3.</li> </ol> <p>Soil resources must be protected and used sustainably to retain ecosystem services, in line with accepted best practice.</p>
<b>DM 45 – Trees, woodlands and hedgerows</b>	<p>In line with Local Plan (Part One) policies ENV 3 and ENV4, development will be supported where it conserves, manages and, wherever possible, enhances existing trees, woodlands, traditional orchards, and hedgerows. All significant healthy trees, woodlands, traditional orchards, and hedgerows should be integrated into the development scheme. Where possible, existing significant trees should be incorporated within public open space. Where it is demonstrated to the satisfaction of the Council that integration is not possible and the above assets would be lost, development proposals must:</p> <ol style="list-style-type: none"> <li>1. include replacement trees, woodlands and hedgerows within the site, or where this can be demonstrated to not be practical, contribute to off-site provision, prioritised within the locality of the development;</li> <li>2. include replacement planting at a ratio of at least two new trees for each tree lost. Replacement trees should be of heavy or extra heavy standard, and where prominent trees are to be removed, large specimen trees may be required; and</li> <li>3. use locally native species, where appropriate.</li> </ol> <p>Development affecting all existing and new woodlands should:</p>

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	<p>4. support proposals which assist in the positive use of woodlands;</p> <p>5. promote sustainable management to deliver multiple benefits; and</p> <p>6. support the aims and policies of the Mersey Forest Plan, where relevant.</p> <p>A tree survey and arboricultural impact assessment to BS5837:2012 standard (or subsequent revisions) will be expected to be submitted with planning applications where existing significant trees are likely to be affected by the proposed development.</p>
<b>Davenham and Whatcroft Neighbourhood Plan (2017)</b>	
<b>VC 2 - Village Character</b>	The settlement boundary of Davenham is defined at fig 5.1. Land beyond this boundary is countryside where development will be restricted to that which requires a countryside location as defined in policy STRAT 9 of the Local Plan (Part One). Development within the settlement boundary should ensure that the character and individuality of Davenham village is maintained in accordance with STRAT 5 and the Village Character (VC) policies of this Plan.
<b>VC 3 - Village Character</b>	<p>The layout of and access to new residential and commercial development must not detrimentally impact on the historic Village centre including, but not limited to, visual impact, services and through traffic.</p> <p>Proposals for new development, including change of use, must where appropriate, meet the following criteria:</p> <ul style="list-style-type: none"> <li>• have adequate vehicular access arrangements onto the highway</li> <li>• be appropriate in terms of impact on the local highway network capacity and road safety</li> <li>• provide adequate vehicular and cycle parking in accordance with standards adopted by CWAC</li> <li>• be appropriately accessed by public transport</li> <li>• make provision for the safe and efficient movement of the mobility impaired, pedestrians and cyclists.</li> </ul>
<b>VC 4 - Village Character</b>	Proposed new builds must be of a high quality design and must be in keeping with existing buildings in the vicinity. Proposals must incorporate local materials and detailing, and complement the built character of Davenham Village. The proposals must relate closely to the form, scale and styles in the immediate vicinity of the site, and should fully consider the impact on the significance and setting of surrounding heritage assets, both designated and undesignated.
<b>BS 1 – Building Sustainability</b>	<p>Sustainable construction and energy efficiency measures will be encouraged. Development proposals should, where appropriate, consider the following:</p> <ul style="list-style-type: none"> <li>• Orientation (e.g. to allow for efficient use of solar power generation)</li> <li>• Thermal insulation and its sustainability</li> <li>• Rainwater harvesting</li> <li>• General sustainability of construction materials used</li> <li>• Ground source heat pumps</li> <li>• Heat recovery from ventilation</li> <li>• Photo voltaic and/or other solar power</li> <li>• Recycling of 'grey' water</li> <li>• Water permeable drives and hard standings</li> <li>• Renewable fuels (e.g. Bio Mass / Wind Power)</li> <li>• Roof pitches and usable roof voids.</li> </ul>
<b>L&amp;PA 1 – Landscape and Protected Areas</b>	All residential or commercial development must, where warranted by the size of the development and in any case for 25 units or above, provide wildlife and green spaces which contribute to the Green Infrastructure Network identified at Appendix 6. Wildlife mitigation areas to provide natural landscape buffers around the site, (in particular between existing properties and any proposed new development) will also be encouraged.
<b>L&amp;PA 2 – Landscape and Protected Areas</b>	Design and layout of a development site should aim to incorporate existing trees into communal or public open space as opposed to garden land of individual dwellings. Separation distances between properties and trees should take account of future growth and potential shading. Planting of appropriate replacement trees and additional trees and soft landscaping should be considered where feasible.
<b>W1 – Wildlife</b>	All built development proposals must demonstrate that the mitigation hierarchy has been adhered to in relation to protected/priority species and habitats (avoid, mitigate, compensate). Where it can be demonstrated, compensation measures should only be agreed as a last resort when all other avoidance and mitigation strategies have been employed. Arrangements must be secured for long term.
<b>W 2 – Wildlife</b>	<p>Developers are required to demonstrate and implement schemes such that 'no net loss' (and ideally a net gain) of biodiversity can be achieved using appropriate evaluation and protection methodologies. All areas identified in this Neighbourhood Plan as having high or medium ecological value/distinctiveness (See Figure 7.5) will require detailed evaluation at the appropriate time of year for the purpose of demonstrating no net loss. In accordance with national and local planning policies, development on high ecological value priority habitat should be avoided. Any and all identified newt ponds within the Parish must be protected.</p> <p>Development within the wildlife corridor network identified at Figure 7.6 should be avoided. Any development close to the corridor should clearly demonstrate that there will be no adverse impacts, particularly in relation to noise, lighting, surface water/pollution and recreational disturbance. A 15 meter buffer zone to protect the corridor is recommended.</p>
<b>Supplementary Planning Documents</b>	
<b>Revised Parking Standards SPD (9th February 2022)</b>	<p>The Revised Parking Standards SPD provides recommended guidelines for parking provision for new development. It aims to address traffic congestion and poor air quality through the appropriate control of the amount and design of car parking associated with development.</p> <p>The SPD includes Maximum Standards for Use Classes B2 and B8 as 1 space per 45 sqm and 1 space per 100 sqm respectively, under the 'Rest of Borough' zone. In terms of Disabled Bays, B2 and B8 uses require 6 bays plus 2% of total capacity and for cycle parking, B2 uses should provide 1 space per 450 sqm (minimum of 2 spaces) and B8 uses should provide 1 space per 850 sqm as a maximum standard (minimum of 2 spaces).</p> <p>The SPD also provides detail around parking design and electric vehicle charging best practice guidelines.</p>
<b>Travel Planning Guidance SPD (16th March 2016)</b>	The Travel Planning Guidance SPD sets out the standard required for Travel Plans developed and implemented through the planning process.
<b>CW&amp;C Guidance Notes</b>	
<b>Sustainable Construction Guidance Note (updated June 2022)</b>	<p>The Sustainable Construction Guidance Note provides guidance on the approach to sustainable design and construction for development in CWaC, in accordance with the requirements set out in Policy DM 4 (Sustainable Construction) of the LPP2.</p> <p>This sets the requirement for outline applications for non-domestic major development to include a Sustainable Construction Checklist and information demonstrating how the proposal meets the BREEAM 'Excellent' Standard.</p>
<b>Interim Biodiversity Net Gain and Ecological Networks Guidance Note (March 2024)</b>	This interim guidance note provides information on the approach to Biodiversity Net Gain ("BNG") within the borough, demonstrating the various ways developments can achieve this, contributing positively to biodiversity and ecological networks in a way that is measurable in accordance with the adopted development plan and with regard to national policy.

## Appendix A – Schedule of Relevant Development Plan Policies (Land Southwest of Gadbrook Park)

<b>Minerals Safeguarding Guidance Note</b>	<p>The Minerals Safeguarding Note provides guidance on the safeguarding of minerals and identifies the minerals policies that may be applicable to non-mineral development.</p> <p>The Minerals Safeguarding Note includes Policy M 2 ‘Minerals Safeguarding Areas’ which is applicable to any applications within Mineral Safeguarding Areas (“MSAs”).</p> <p>Policy M2 states that non-mineral development will only be supported where the applicant can demonstrate that:</p> <ol style="list-style-type: none"> <li>1. Mineral sterilisation will not occur; or</li> <li>2. Due to the quantity or quality of the mineral is no longer of any existing or potential value; or</li> <li>3. The mineral can be extracted satisfactorily prior to the incompatible development taking place; or</li> <li>4. 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 timescales that the mineral is likely to be needed and does not permanently sterilise the mineral; or</li> <li>5. There is an overriding need for the incompatible development and the material planning benefits of the non-mineral or hydrocarbon development would outweigh the material planning benefits of the underlying or adjacent material; or</li> <li>6. The development comprises one of the exempt types of development listed in the explanation.</li> </ol>
<b>Health impact information requirements</b>	<p>The Council has produced a statement that sets out what is expected from an applicant and includes a template table that should be submitted as part of any information provided in support of planning applications. In certain circumstances, further information or assessment may be required, especially where significant impacts are likely.</p> <p>A health impact statement must be completed for all major development proposals.</p>
<b>CW&amp;C emerging Design Code</b>	<p><a href="#">Design code - Keystone</a></p> <p>The Council has recently appointed Create Streets to produce a borough-wide Design Code to help raise the bar for the design of new development and streets across the borough, helping to create places that more effectively and holistically deliver the Council's strategic focus on health, wellbeing and sustainability.</p> <p>The design code will be used in planning decisions in relation to design as well as highway design.</p>