

Davenham and Whatcroft

Neighbourhood Plan

2015 - 2030

December 2017



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Executive Summary

This is the Neighbourhood Plan for Davenham and Whatcroft, the plan relates to all land within Davenham Parish. It complements the Cheshire West and Chester (CWAC) Local Plan for the benefit of the community.

Davenham Parish is a great place to live, with strong community involvement, an outstanding primary school and surrounded by green fields and waterways used regularly for recreation. The community recognises change can bring benefit. This Plan aims to ensure that future development accurately meets the needs highlighted by the community through local consultation, bearing in mind the constraints of an historic village centre, with limited capacity to develop the services and infrastructure required to support significant development.

Local surveys have identified that the community feels passionate about the character of Davenham Parish; the eclectic mix of styles that define the built environment, the heritage of the conservation area combined with the waterways and countryside that help to define Davenham as a village in its own right. These characteristics are valued by residents and this Plan aims to ensure the distinct identity of Davenham Parish is maintained.

Therefore this Neighbourhood Plan is a carefully balanced mix of policies intended to support development that meets the defined community needs. Yet we also acknowledge the current status of housing needs in the wider Northwich Urban Area and the limitations placed upon Davenham Parish by history and geography. The policies focus on development which could complement the character of Davenham Parish and its infrastructure through:

- Maintaining the rural character of Davenham Parish
- Maintaining the settlement boundary
- Promoting housing that reflects the latest housing need assessment for the Parish
- Promoting small developments and self builds to help maintain the village character and protect services
- Promoting safety through development design and construction practice
- Protection of the wide variety of natural resources including endangered species and grassland

This Plan also acknowledges that there are facilities the community require to enhance community life. These include items from cycle lanes to a community centre and would complement village life and enhance Davenham Parish. Whilst these are outside of the remit of a Neighbourhood Plan, they have been included as aspirations of the community.

In brief, the Plan identifies the policies and aspirations of the community for the plan period 2015 - 2030 with respect to the planning and progressive growth of the community.

Acknowledgements

This Neighbourhood Plan has been collated by the Neighbourhood Plan Working Group of Davenham Parish Council. The amount of effort and tenacity required to drive this plan through at a time of increasing development pressure on the Parish Council and the community of Davenham in general is greatly appreciated.

In addition, the Neighbourhood Plan Working Group would like to thank Cheshire Community Action and Cheshire Wildlife Trust for their support during the collation of this document as well as Charlotte Aspinall from Cheshire West and Chester Council's Planning Department. Their support has helped ensure that the Davenham and Whatcroft Neighbourhood Plan is a robust document which aligns with the CWAC Local Plan, thereby making it a pragmatic planning tool.

Finally, we must thank all those who responded to our questionnaires and surveys as it is this information which transforms this document into a credible and truly local planning tool. This includes all the residents of Davenham Parish as well as those with a wider vested interest including developers who either responded directly, or have contributed through planning requests. All these voices have been heard and taken into account when collating the policies.



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1. Introduction

a. This Neighbourhood Plan is principally a planning document used by planners and those wishing to develop within Davenham Parish. It is an opportunity for the community of Davenham Parish to express views and have them incorporated into the planning framework used by Cheshire West and Chester (CWAC).

b. Ratified through a referendum, this Plan will become part of the Development Plan and support the requirements of the CWAC Local Plan. As a statutory planning document, the Neighbourhood Plan must be respected by all those seeking permission to develop within the Parish.

c. This Neighbourhood Plan covers the time period 2015 to 2030 to reflect the Local Plan period. It is intended that the Plan should be subject to review every 5 years and renewal and re-ratification in 2030.

1.1 Objective

a. This Neighbourhood Plan details the wishes of the people of Davenham and Whatcroft as to how the Parish should grow. It is designed to promote considered, sympathetic growth while also protecting the environment; thereby ensuring:

- Development meets the needs of the local community
- Protection and enhancement of the environment
- Development is sustainable environmentally and economically

1.2 Purpose of the Document

a. As a practical forward looking document the Neighbourhood Plan tells the following story:

- Davenham Parish Today
- Consultation Overview
- The Village Character
- Environment
- A Balanced Housing Need
- Nature and Countryside
- A Vision for Davenham
- Policies
- Aspirations

b. As such, the Neighbourhood Plan is designed to underpin a positive vision of a prosperous and vibrant Parish with practical and pragmatic policies

as to how that vision can be met. This view is closely linked to the CWAC Local Plan whose strategic policies have formed the basis upon which this Neighbourhood Plan has been built. This Plan thereby provides enough detail to ensure the intent of the policies are clearly defined and to allow realistic implementation.

c. In addition, as a community document, the Neighbourhood Plan identifies challenges and needs that are manifest within the Parish but not strictly of planning concern, in order to:

- Provide the local Parish Council with guidance concerning issues to be addressed over the duration of the Neighbourhood Plan
- Welcome innovative proposals for potential solutions, sites or funding schemes to meet the needs of the Parish

d. Importantly, there are some issues which are included in this Neighbourhood Plan which are not directly planning issues but which are important to the community and are included for completeness as Aspirations; for example construction issues.

1.3 Source Information

a. In developing the Neighbourhood Plan, source information was based on:

- Planning Guides and Legislation
- Consultation with Residents and Business
- CWAC Planning Policy
- Consultation with external experts

b. However, it is also of note that a number of appeal hearings relating to Davenham Parish were observed, resulting in modified policies to ensure the community's wishes were deliverable within the legislative planning framework.

2. Davenham Parish Today

a. This Neighbourhood Plan covers the Parish of Davenham as shown in Figure 2.1, below. The Parish lies at the heart of Cheshire towards the eastern boundary of the borough of CWAC.

b. The Neighbourhood Plan area varies from the official Parish boundary that came into effect in April 2015 as it excludes the area south of Gadbrook Park. This area originally formed part of Rudheath Parish and is not subject to a Neighbourhood Plan (2015). As this area is predominantly open countryside, the protection afforded by the CWAC Local Plan is deemed sufficient.

2.1 Location and Community

a. Davenham lies within the Northwich Urban Area, as defined by the Local Plan (Part One), albeit on the boundary, with the majority of the Parish designated as countryside outside the settlement boundary.

b. Davenham Parish is a vibrant community that lies 3km south of Northwich on the old A533 [now downgraded to a C classification] and lies on a low

ridge between the River Weaver and the River Dane. Its northern boundary is the A556 Chester to Manchester trunk road and the village straddles the old A533 London Road.

c. The A533 is now the village by-pass on the eastern side of the village. The A533 links the village directly to Middlewich, about 5km to the south, and the M6. Winsford is 5km to the south west. Northwich Town Centre is around 2km to the north across the A556.

d. The Trent and Mersey canal passes through part of the area beyond the River Dane as does the Northwich to Crewe branch railway line. The main Crewe to Liverpool railway line passes within the village boundary, along the Weaver valley.

e. The village, with the settlement of Whatcroft and the surrounding countryside has a pattern of country footpaths, which link with other settlements. Most are in regular use by residents and walking groups and are well sign posted. Most are in good walkable condition and fitted with 'kissing' gates at field boundaries.

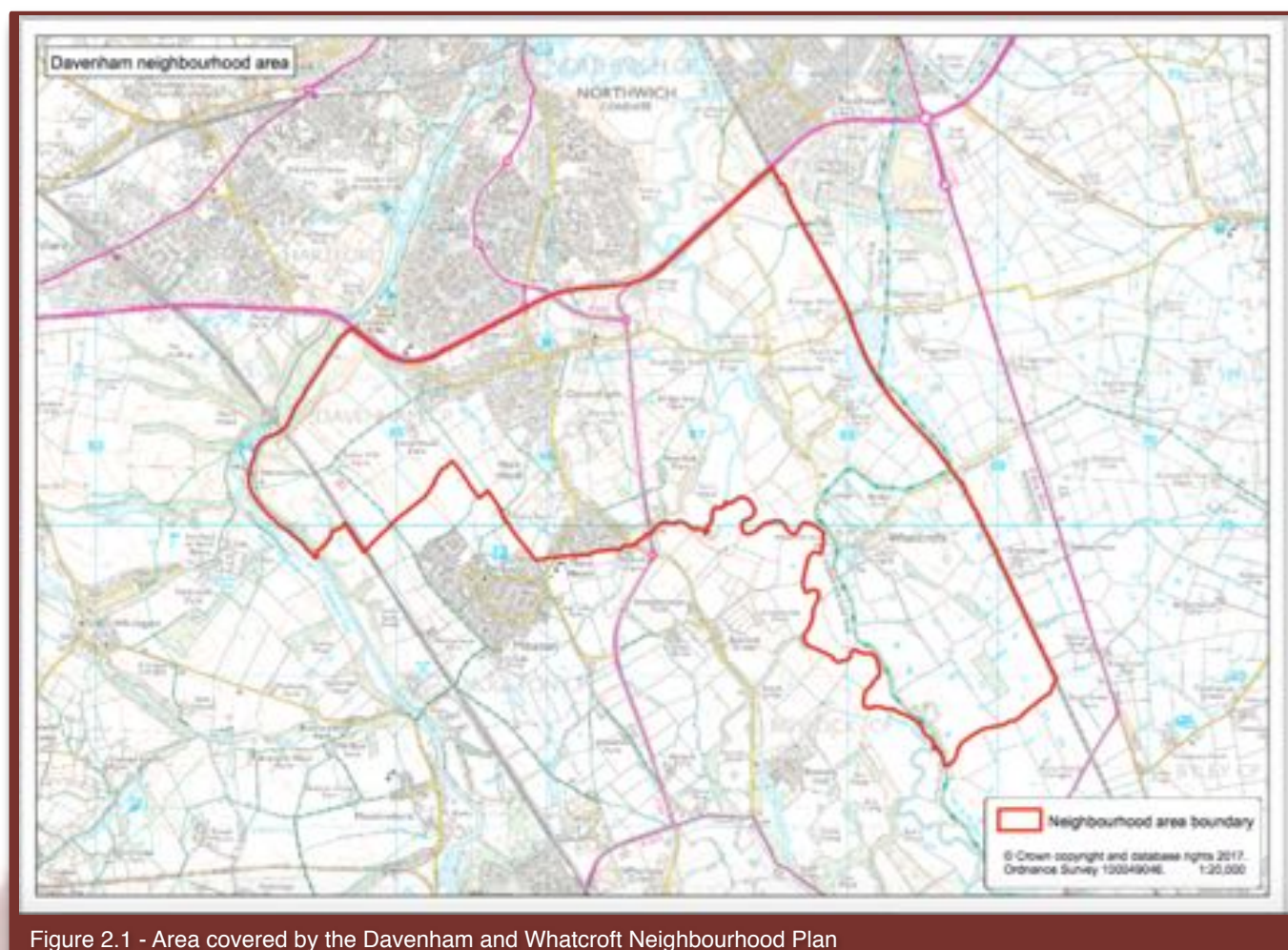


Figure 2.1 - Area covered by the Davenham and Whatcroft Neighbourhood Plan

2.1.1 Population

a. At the time of the 2011 Census, the Parish had 2,745 inhabitants within 1170 households with working age adults making up the majority of the population.

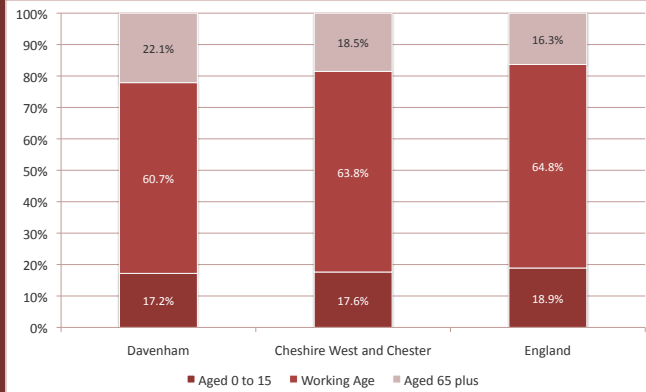


Figure 2.2 - Population of Davenham Parish

b. Comparatively, Davenham Parish has a significantly higher pensionable population than the norms for both CWAC and the national average while the school age population is comparable with the average for the CWAC region.

2.1.2 Employment

a. Employment in Davenham Parish is above the national and CWAC averages and those who live and work in the Parish are primarily employed in professional occupations with the top three sectors being Education, Retail and Manufacturing.

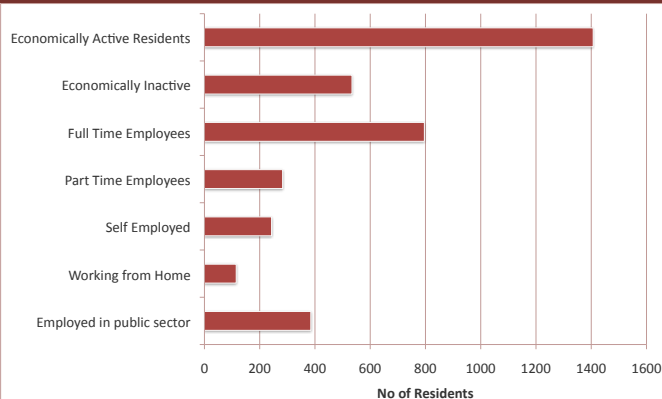


Figure 2.3 - Economically Active Population of Davenham Parish

b. Underpinning this data is the fact that the majority of employed personnel are professional who are attracted to the area because of the pleasant rural environment and close proximity to numerous transport networks.

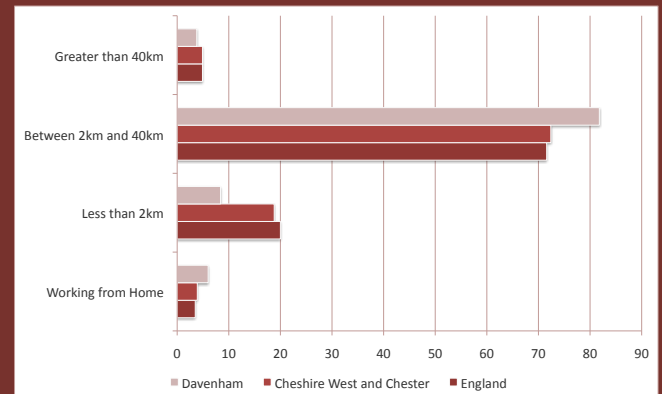


Figure 2.4 - Commuting Distance for Economically Active Residents

c. Given the limited employment opportunities for professionals within the Northwich Urban Area, the higher than average commuting distances for residents of Davenham Parish are to be expected.

2.2 Key Issues and Challenges

2.2.1 The Environment

a. Davenham Parish is predominantly rural, with green fields making up the vast majority of the area covered by this Plan. Preserving our green fields and the countryside was a significant local issue with preservation of the countryside uppermost in the consultation responses.

b. In particular, the following environmental concerns in Davenham Parish are noted:

- Protected species – Great Crested Newts, Grass Snakes, Bats and Lapwings are all to be found
- Grassland – Davenham Parish hosts some of the last areas of natural grassland in the country, in which diverse species can be found hosted on the same plot. (Cheshire Wildlife Trust)

2.2.2 Education

a. There is one school, Davenham Church of England Primary School, which lies within the Parish. The school has been consistently over subscribed as have other nearby schools.

b. On its current site, the potential for expansion of Davenham school is limited.

c. Secondary education is provided via numerous local secondary schools outside of the Parish.



Figure 2.5 - Davenham Primary School

2.2.3 Transport Links

a. Nominally, Davenham Parish is enviably placed for links via the road network. However, transport links to the main employment hubs of Warrington, Chester, Liverpool and Manchester are remarkably poor via all modes of transport except car.

b. By Car:

- Davenham Parish is bounded by the dual carriageway of the A556 to the north. This provides good links to Chester as well as the wider motorway networks via the M6 and M56 to the east

c. By Rail:

- Rail services to Manchester and Chester from Northwich are hourly, use out of date rolling stock and takes in excess of 1hr to travel the 23 miles to Manchester Piccadilly
- Rail services to Birmingham and Liverpool are hourly and are via a stopping service
- Rail services to London require a change at Crewe, notwithstanding the services passing through Hartford Station, which serves the Northwich Urban Area of circa 40,000 people

d. By Bus:

- There is a single bus service hourly through Davenham Village that connects Davenham and Crewe. The bus service is poorly supported and often witnessed travelling through Davenham Village empty or nearly empty
- There is no National Express or national coach network that supports the Northwich Urban Area
- There are no bus services to Whatcroft

e. The net result is that car ownership and car journeys are encouraged by necessity; a fact supported by the commuting distances of Davenham Parish residents.

Having been a resident of Davenham for over 50 years and Headteacher of the school for 20 years I have seen some changes in the village. The school moved from the Victorian premises in the centre into the purpose built building we now inhabit.

The definite appeal of Davenham is that although it has grown over the years and development has taken place, it has been in small pockets. Consequently the settlement retains its village character, identity and appeal even though we are now into the 21st century.

This gives stability and continuity to both the school and the community and means that we don't lose touch with our village heritage in an ever changing world.

Mr P Hilditch - Head Teacher, Davenham Primary School, 2015

2.2.4 Traffic Congestion and Parking

a. Following the building of the Davenham by-pass, there was a huge reduction of traffic, especially of commercial vehicles. However, consultation with residents as part of this Neighbourhood Plan process has highlighted a general growth of road traffic, overflow traffic from rush hour congestion on the by-pass, and general development in the area, resulting in rising levels of through traffic. This gives increasing concern to residents, who witness daily the frequent congestion problems, particularly through Davenham Village centre at the junction of Hartford Road with London Road and along Church Street. The latter, a narrow residential through road out of Davenham Village, has many properties without off-street parking.



Figure 2.6 - Congestion in Davenham Village

b. There are also traffic issues in parts of Hartford Road, Green Lane and Mount Pleasant Road. The latter, a narrow residential road giving access to the primary school, a residential care home, pensioners' bungalows and a playing field, is also a 'Rat Run' between London Road and Hartford road and used as a short cut for traffic heading for Hartford and Chester.

c. Apart from customer parking at the Public Houses, the restaurant and the small convenience store, there is no off street parking in Davenham Village centre for shoppers and visitors.

d. There are parking facilities at the Church, the Methodist Chapel and the British Legion Club. However, these are only big enough to cater for their own patrons and are too far away to provide parking for Davenham Village centre. Available commercial parking is for 'customers' only and, apart from the Bulls Head, is of very limited capacity.

e. This results in considerable on street parking and congestion, particularly in Davenham Village centre and residential areas such as Church Street. In an attempt to prevent restricting traffic flows, cars are also often parked on pavements (a pedestrian hazard) and at junctions (a visibility hazard).

f. For a village the size of Davenham the traffic congestion is especially severe, particularly given the historic nature of Davenham Village core. This will only be exacerbated if addition traffic is generated.

2.2.5 Davenham Village Services

a. Davenham Village has a range of shops and other commercial facilities and are nearly all grouped within the village centre. They provide a reasonable range of shopping and service facilities, although this has not increased in line with the growing population; a balance that needs to be redressed. Most of them are small shops without off road parking and therefore relying heavily on either local, walking customers or customers who can access the limited roadside parking. There is a perceived threat to the future of some of the small shops if increased congestion from through traffic cannot be resolved.

b. Davenham Parish Council owns two playing fields; Butchers Stile and Laburnum Road. The latter, off London Road, was a gift to the village in the 1920s and was extensively improved (2011) to



provide a recreational space with facilities for a cross section of the community.

c. Butchers Stile, off Mount Pleasant Road, purchased by the Parish Council in the 1950s, is aimed more at large scale field events. It is divided into two areas, one an open field with football pitches, the other leased to Davenham Cricket Club. Davenham Bowling Club is adjacent to Laburnum Road playing field and relies, by agreement with the Parish Council, on the use of the maintenance access area to the field for limited parking facilities.

2.2.6 Construction Traffic

a. There have been documented concerns over the impact of construction traffic that has had a significant negative impact on the village environment, safety and traffic congestion. This particular issue needs to be brought to the fore when considering development proposals.

b. This is a direct consequence of existing traffic congestion and historic layout and character of the village.



Figure 2.8 - Traffic forced into the pavement along Green Lane

2.2.7 High Speed Rail 2

a. The current plans for HS2 show the route passing through Davenham Parish in the Whatcroft area.

b. The proposed line passes through an area with some outstanding countryside. This will impact on the countryside, increasing noise significantly for local residents.

c. While we note our objection to HS2 running through Davenham Parish here, as a national project it lies outside the remit of the Neighbourhood Planning process.

b. Development potential at Whatcroft is extremely limited due to the proximity of the River Dane, the proximity of the Trent and Weaver conservation area and uncertainty in the area caused by the routing of HS2 close to the settlement.

c. Most development in the countryside would be limited to that which requires a countryside location defined in policy STRAT9 of the Local Plan.

2.3 Whatcroft

a. Whatcroft lies in the south east of Davenham Parish and is the only other settlement other than Davenham Village. There are few services in Whatcroft with the dwellings in the settlement surrounded on all sides by open countryside.

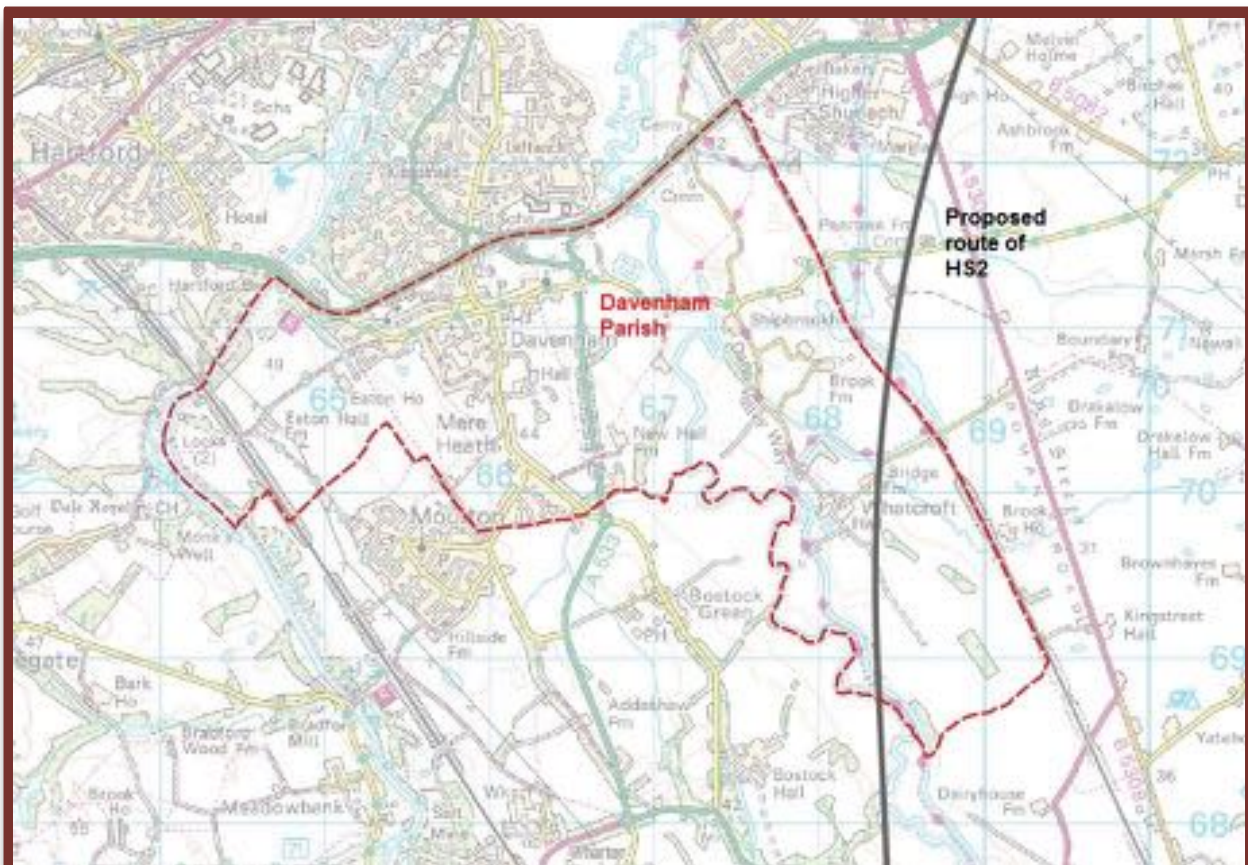


Figure 2.9 - Proposed HS2 route through Davenham Parish

3. Consultation

a. Public consultation is central to the Neighbourhood Plan. It identifies the core opinions of the local community that are then crystallised into the policies and aspirations at the heart of this plan. The findings are also used throughout this document to underpin the policies and evidence.

3.1 How the Parish has been Consulted

- a. In creating the Neighbourhood Plan, the community and other stakeholders of Davenham Parish were consulted through various ways:
- Surveys and Questionnaires
 - Public Meetings
 - Formal Consultation
- b. In addition, special efforts were made to engage with the younger members of the community through school and social events.
- c. The process was staggered, with each step reinforcing the findings of earlier stages. The steps followed were:
- Initial Engagement with the Community – Identifying the issues and targeting questions accordingly
 - Main Engagement – A detailed review of the issues within the Parish
 - Confirmation of the Findings and Policies – A review of the first draft and proposed policies by the community prior to entering the formal consultation periods

Figure 3.2 - Example Surveys undertaken during consultation

d. The methods of consultation allowed a wide range of people to respond, including:

- Residents
- Local Businesses
- Developers
- Landowners

3.2 Initial Engagement with the Community

a. The first step in engaging with Davenham Parish was via a public meeting held at Davenham British Legion in March 2013. The meeting was advertised on the village notice board and via the local press (Northwich Guardian). A first survey was undertaken and hand delivered to all residents of Davenham Parish.

b. The findings of this survey, coupled with the output of the public meeting identified the initial issues impacting Davenham Village.

3.3 Main Engagement

a. Further engagement with Davenham Parish took place throughout 2014 to clarify the issues relevant to the Neighbourhood Plan.

b. This survey was based on the findings of the first meeting and asked questions pertinent to the issues identified in the early engagement. Two options were offered for completing the survey including a hard copy paper version or submission via an electronic format; 'FreeOnlineSurveys.com'. The hard copy survey was again hand delivered to all properties in the Parish with collection points established at Davenham Post Office and the public meeting.

Engagement Activity Timeline

Late 2012	Parish Council considers Neighbourhood Plan
March 2013	Public Meeting
Summer 2013	Housing survey/Questionnaire
Autumn 2013	Community leaflet on the SHLAA
Apr/May 2014	General community survey/questionnaire
April 2014	Public meeting April 2014
Mid 2014	Monitoring Neighbourhood Plans in Adjacent Communities [Moulton PC and Northwich TC]
June 2014	Youth survey
March 2015	Public Meeting/Presentation
May 2016	Regulation 14 Consultation
August 2017	Regulation 15 Consultation

Figure 3.1 - Engagement Activities Timeline

c. The public meeting was attended by over 300 people, with the presentation having to be relayed to the chapel of Davenham Methodist Hall as this was the only way for all attendees to fit into the venue.

d. Residents were energised by imminent development pressures, however the Neighbourhood Plan working group were able to engage them in discussions about future planning options.

3.4 Confirmation of Policies

a. To check the policies proposed within this Neighbourhood Plan, an additional public meeting was held to confirm the draft policies identified for Davenham Parish. The draft Neighbourhood Plan Policies were also placed on Davenham Parish Council website for review.

b. The public meeting was a 'drop in' session held at Davenham Primary School on 14 March 2015 from afternoon to evening. This allowed a wide range of residents and stakeholders to attend.

c. During the meeting the policies were presented and the public invited to comment. In addition, opinions were asked to gain further evidence in areas, such as the scale of housing developments, i.e. 15 to 100 units. The results were then used to modify the Policies where required prior to the formal review and public consultation.



Figure 3.3 - Consulting at the Davenham Carnival

3.5 Engaging with the Younger Community

a. In recognition that consultation had not yet engaged directly with the younger members of the community, a special effort was made to seek their opinions about Davenham Parish. This was achieved through:

- A drawing competition for Davenham Primary School pupils
- A targeted survey of teenagers at Davenham Village Carnival

b. Below are a sample of pictures from Davenham Primary School children, demonstrating a happy, vibrant community.



Figure 3.4 - Davenham School Pupils Visions for Davenham

4. Village Character

a. The character of Davenham Village is at the centre of village life and is one aspect that makes Davenham such a great place to live. Defining the character of a village is notoriously difficult. The purpose of this section is to understand the facets, which make up that character in such a way as to allow progressive development to positively influence, and thereby improve, the quality of life for all.

b. In defining the character of Davenham Village, this Neighbourhood Plan relates to:

- The evolution of Davenham Village
- Building Styles
- The layout of facilities and services
- Traffic patterns and road layout

4.1 The Evolution of the Village

a. Davenham Village is typical of many rural communities that have grown from their medieval origins at the intersection of two roads or tracks. In this case, London Road running south from Northwich, a centre of the salt trade, through the southern salt centres of Middlewich and Nantwich. The east - west route links the nearby settlements of Hartford and Lach Dennis via crossings of the rivers Weaver and Dane. This links the village with the Roman road of King Street.

b. Until the 19th Century the growth was gradual with the village footprint still clearly defined around the crossroads and St Wilfrid's Church. Most of the buildings were still small cottages lining the roads and a few larger properties at key points around the core. Most notable were Davenham Hall, set in its own parkland, Davenham House and Grovemount (both now demolished). At the Village centre was the original primary school (now residential accommodation).

c. The later 19th Century saw a faster increase in growth, again largely close to Davenham Village centre. This growth was small scale and relatively restricted to the Church Street/Hartford Road corridor and close to Davenham Village centre on the London Road axis.



Figure 4.1 - Davenham Village in 1909 (Top), 1937 (Middle) and 2015 (Bottom)

d. In the 20th century, the footprint of Davenham Village saw a more intense growth pattern including development now spreading along the main road frontages particularly on London Road and Jack Lane, taking on a more linear form stretching towards Peck Mill in the south, Moulton in the west and Leftwich in the north. This 'ribbon' development was largely curtailed by the 1947 Planning Act.

e. The Northwich by-pass was completed in the 1950s, which brought a major trunk road but reduced the east-west traffic flow through Davenham Village centre.

f. During the immediate post war period, the pattern of development saw a radical change with the construction of housing along a new road between Fountain Lane and Hartford Road (Mount Pleasant Road). This was developed mainly as Local Authority

housing but with a number of private houses. At that time a considerable asset was acquired by Davenham Village in the purchase of land behind Mount Pleasant Road for development as a playing field, now known as Butchers Stile.

g. In recent years, development has largely consolidated the build pattern of Davenham Village with small infill housing groups. This more organic development has served the community well, substantially retaining the character and scale of Davenham Village.

h. The major housing development at Kingsmead was on land which was previously open countryside within Davenham Parish. This significantly unbalanced the Parish and resulted in a boundary change, with the A556 as the northern boundary. This restored the size and status of Davenham Village.

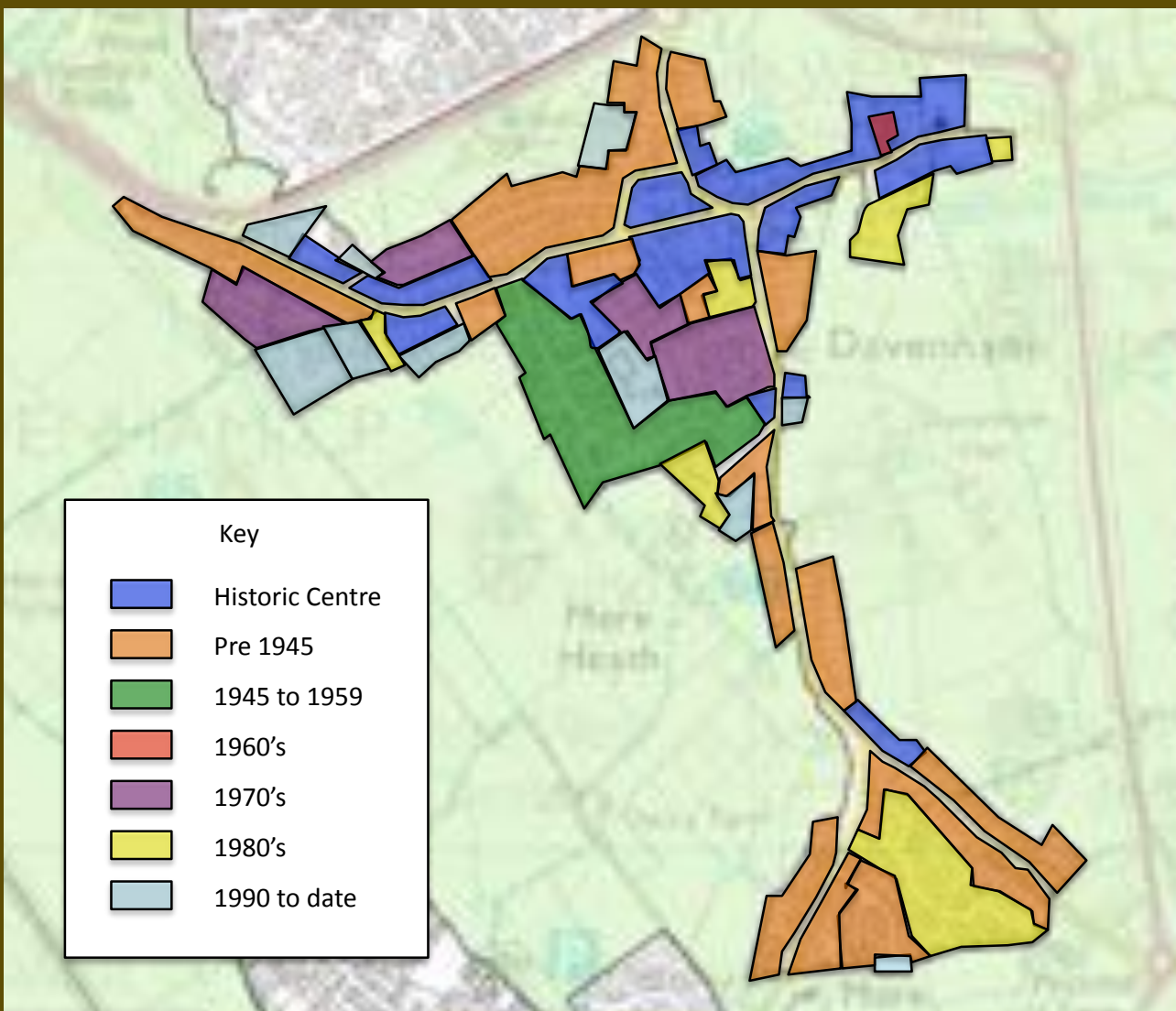


Figure 4.2 - Schematic view of the diverse array of styles and small developments in and around Davenham

i. Outside Davenham Village, the wider Parish area still consists of a largely unspoilt rural area with isolated farms, cottages and the small settlement of Whatcroft.

4.2 Building Styles

a. The net result is that the character of Davenham Village, derived from the built environment, is made up from a mixture of houses and styles with no one style dominating. Architectural examples from a wide variety of eras can be found throughout Davenham Village.

b. Importantly, where large numbers of houses of a given style are co-located there are generally a relatively small number of the same design. The net result is that there is no feeling of an estate which dominates Davenham Village.

Consultation Findings

Over 70% of people stated that varied building styles throughout the village were important to the character of Davenham

c. It is also noted how recent development, many of which have been 'cul-de-sac', has focussed on small developments. Examples include:

- Pritchard Drive - 27 units
- Fulton Grove - 16 units
- Davenham Court - 7 Units
- St Wilfrids Close - 3 Units
- The Pavilions - 12 Units
- Eaton Crescent - 3 Units

d. It is suggested that developments of this type complement the built environment in Davenham Village, adding to the mix of properties.

Conclusion: Policies need to reflect the size of development that complements the built environment of Davenham Village.

Consultation Findings

Over 87% of those surveyed wanted developments smaller than 25 units in Davenham Parish



Figure 4.3 - No one building style dominates Davenham. Building styles include:

- Top - Quaint cottages of Church Street
- Middle top - 1950s/60s building of Mount Pleasant
- Middle bottom - 1930s ribbon development of London Road
- Bottom - 1990s modern development

Further Examples are given in Appendix 3

4.3 Layout of Facilities and Services

a. To appreciate the character of Davenham Village, it is important to understand how it functions as a community and how the residents engage with facilities and services. The Village character changes during the day in line with working practices and the school day.

b. The key locations, services and routes are identified in Figure 4.4. This identifies Davenham Village centre, Davenham Primary School, The County High School, Leftwich, St Wilfrid's Church, Davenham Methodist Church, playing fields at Laburnum Road and Butchers Stile and Davenham Cricket Club.

c. Davenham Village is fortunate to have higher than average employment and a growing

population of school age children. There are two schools, Davenham Primary School and The County High School which are either in, or border on, Davenham Village. As a result, the Village is busy with commuters and school children from 0730 until 0930 every morning.

d. A large number of secondary age school children walk through Davenham Village from their homes towards the A556, where there is a dedicated underpass that allows safe access across the dual carriageway. These children can be seen in groups heading to and from school for an 0845 start and 1520 (or later) finish.

e. During these peak times there is also a high volume of commuter traffic coming into Davenham Village to access the Petrol Station due to a lack of alternatives in the area.



Figure 4.4 - Locations and Transit Routes through Davenham

f. Davenham Primary School is located away from the centre of Davenham Village with the main access route following Mount Pleasant Road and Charles Avenue. A secondary access route on foot is available following a small path from Firthfields. While some families walk to school, the majority travel by car leading to heavy traffic along Mount Pleasant Road at the beginning and end of the school day. It is noted that the carriageway of Mount Pleasant Road is narrower than standard norms with parked cars an additional obstruction. This, combined with the issues of school traffic, makes the road particularly unsuitable for through traffic from the A556 heading towards Moulton and Winsford.

g. Pedestrian traffic varies throughout the day, with high peaks in pedestrians correlating with busy traffic. Although it is noted that previous surveys have advised that the footfall figures for pedestrians in Davenham Village are insufficient to warrant a zebra crossing, there remains a safety issue with many pedestrians having to wait extended periods, especially to cross London Road in or near Davenham Village centre.

Consultation Findings

A zebra crossing on London Road was a common request by the people of Davenham

h. General commuting traffic leads to tailbacks from the main roundabout into the Davenham Village centre from 0800hrs on a daily basis. This is compounded by traffic from Moulton and further afield passing through the village as an alternative to the by-pass. This is an issue which has come to the fore in recent years as traffic on the by-pass has increased.

i. The two points of congestion are when leaving Davenham Village to the north onto the roundabout on the A556 and when passing through Davenham Village centre. Of particular concern is traffic congestion as a result of traffic queuing along London Road to enter the Petrol Station. Traffic regularly queues in both directions as motorists struggle to enter the forecourt.

j. During the working day outside of the periods of heavy traffic, Davenham Village is relatively calm and quiet. However, parking limitations within Davenham Village centre, especially along London

Road, limit the potential for passing traffic to make use of the Village shops.

k. At the weekend, traffic congestion and parking remains a challenge. This is especially true along Mount Pleasant Road when football matches are on and along Church Street on a Sunday morning when services are taking place at St Wilfrid's Church.



Figure 4.5 - The A556 which borders Davenham Parish to the North

l. Also of note is that the junction onto the fast moving traffic of the A556 from the end of Hartford Road is particularly dangerous. The central reservation was closed following fatalities.

Conclusion: Policies should:

- Reflect the high peaks in traffic early and late in the day
- Minimise any addition to traffic passing through the village
- Make reference to school commuting and pedestrian routes
- Consider the parking limitations throughout Davenham Village

5. Defining Our Environment

- a. The environment is one of the defining characteristics of Davenham Parish. It includes not only Davenham Village itself, but also the wider areas of the Parish including the countryside.
- b. As per the CWAC Local Plan, STRAT 5, there is a requirement to ensure that the character and individuality of the settlements that form the Northwich Urban Area are maintained. Within this section the local environment is defined.

5.1 The Settlement Boundary

- a. Within Davenham Parish there is only one settlement with a defined settlement boundary.

Taking account of a new development, the boundary of Davenham Village is given below.

- b. The village of Davenham has already made a significant and proportionally large contribution to the Local Plan requirement for Northwich. As such, there is no need to expand the boundary of Davenham Village in the Neighbourhood Plan.

- c. It is noted that the areas between Davenham Village and the surrounding settlements are generally open countryside but are very close in places.

Conclusion: Policies should concentrate on maintaining Davenham Village boundary.

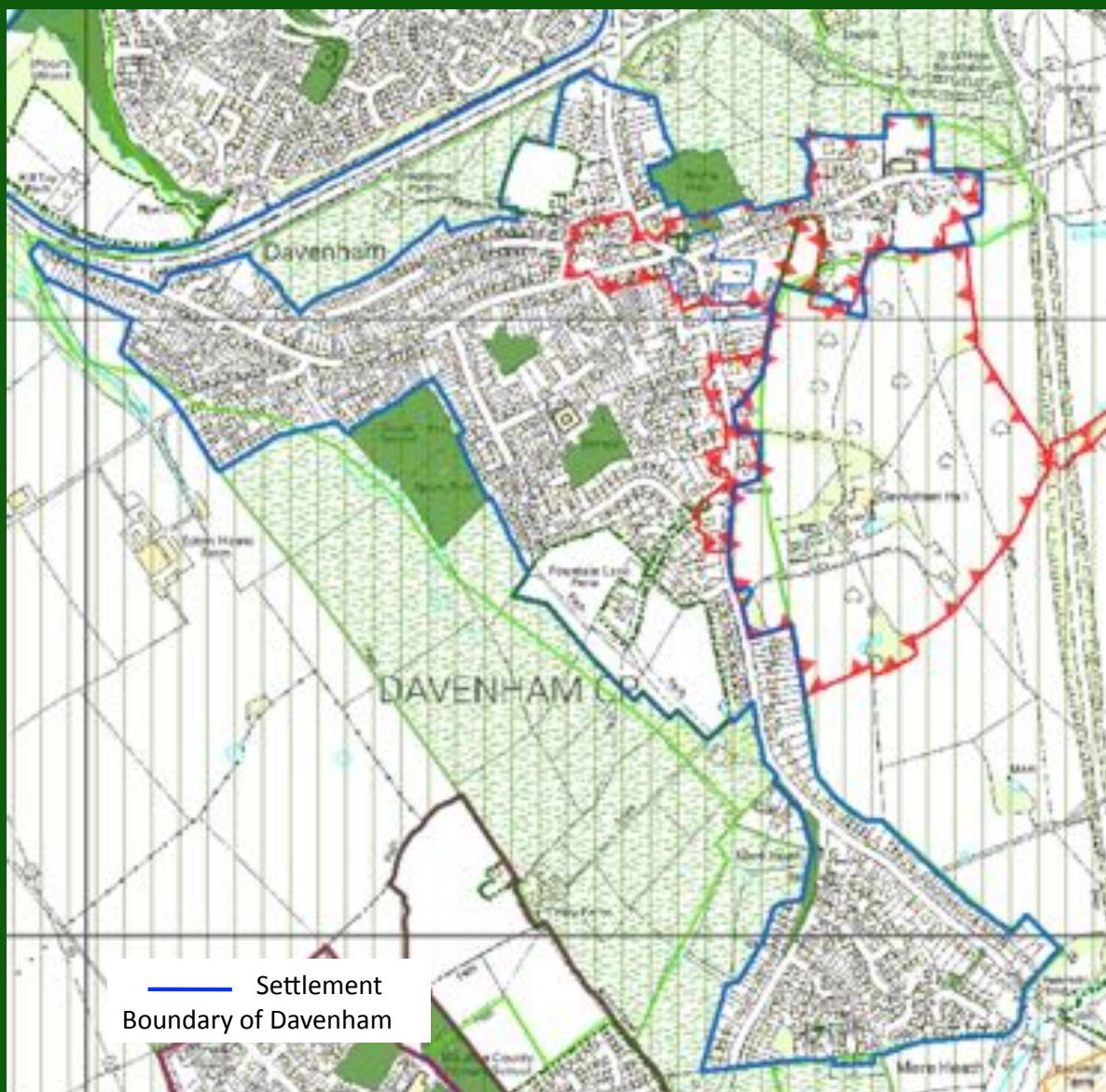


Figure 5.1 - Settlement Boundary of Davenham

5.2 Land Segregating Settlements

a. Land to the north, west and south of Davenham is designated in the Vale Royal Local Plan as Areas of Significant Local Environmental Value (ASLEV). ASLEV designations are not being taken forward to the Local Plan (Part Two). Key Settlement Gaps are being introduced instead for areas outside the Green Belt which may include some areas formerly identified as ASLEVs.

b. Sites 1 and 2 shown at Fig 5.2 have been identified as Key Settlement Gaps through the CWAC Local Landscape Designation Review Paper (February 2016) which has been prepared as a key evidence base document for the preparation of the Local Plan (Part Two). It is proposed that a policy will be included within the Local Plan (Part Two) that within these Key Settlement Gaps development will be considered acceptable only where it does not harm the integrity and value set out in the reasons for designation.

Consultation Findings

88.7% of consultation responses identified Davenham Village boundary being segregated with countryside and fields as very important. Many named the areas between Davenham, Moulton and Kingsmead as special to protecting the character of Davenham.

c. The land segregating Davenham Village from the neighbouring settlements of Moulton and Kingsmead is important to the people of Davenham and helps to maintain individuality. Site 1 (area between Davenham and Moulton) and Site 2 (area between Davenham and Kingsmead) shown at Fig 5.2 below have been identified by the local community as areas between settlements which need protection.

Conclusion: Policies should reinforce the protection afforded to Land Segregating Settlements as identified in Figure 5.2.

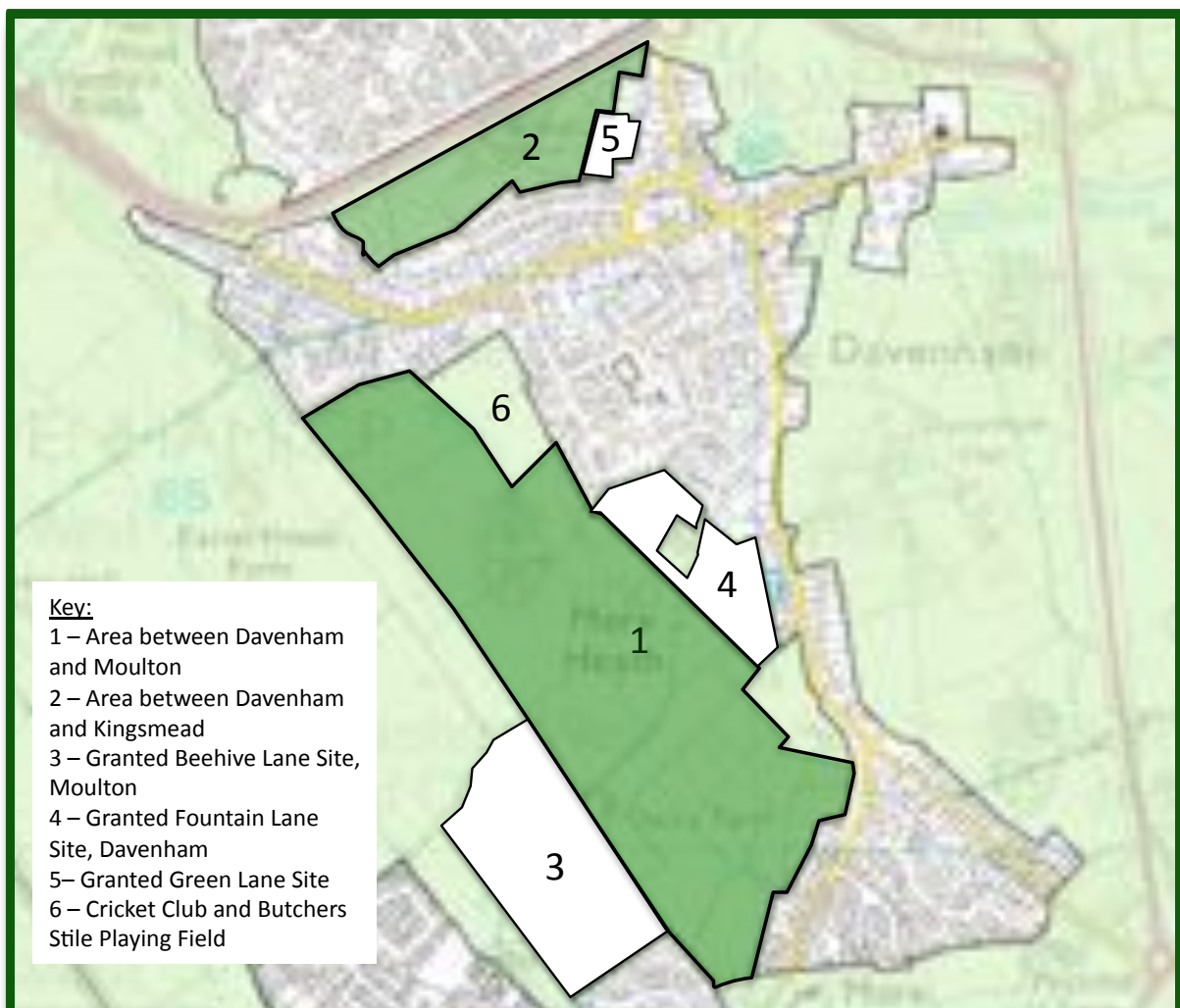


Figure 5.2 - Areas between Settlements which need Protection

5.3 Conservation Areas

a. Protected under the retained policy BE10 and Local Plan policy ENV5, there are two conservation areas that can be found in Davenham Parish. These are areas identified locally that require especially sympathetic treatment when considering development within the location. The intent is not to stop development, but to ensure that any development within these zones preserves and enhances the character of that area.

5.3.1 Davenham Conservation Area

a. The Davenham Conservation Area is well known within Davenham Parish. It focuses around the land surrounding the Grade II listed historic building of Davenham Hall and Davenham Village centre.

b. The conservation area around the setting of Davenham Hall is principally meadow interspersed with mature trees that surround the historic building. The area is designated open countryside and is bounded naturally by Davenham Village to the north and west and the bypass to the east. The natural beauty of this area is valued by the local community and is further protected through

Consultation Findings

Over 80% of people stated that the assets within the Davenham Conservation Area, e.g. Davenham Hall, Village Pubs and Village Garden were either Important or Very Important to them.

an Article 4 Direction (Town and Country Planning (General Permitted Development) Order 1995) to remove permitted agricultural rights.

c. The second facet of the Davenham Conservation Area lies within the settlement boundary and is focussed on Davenham Village centre. Here may be found several buildings of local and national listed status including the Bulls Head Pub, the old school and St Wilfrid's Church (Appendix 1).

d. This area is distinctive to the local community and represents the historic heart of Davenham Village. The quaint atmosphere of Church Street and old buildings of the Village centre define Davenham in many ways. They provide the community focal point; for example Davenham Village garden hosts the Christmas Lights and Davenham Village carnival procession attracts large crowds as it passes through on its way to Butchers Stile playing field.



Figure 5.3 - Davenham Conservation Area, Davenham Hall and the Village Centre

5.3.2 Trent and Mersey Canal Conservation Area

a. Away from Davenham Village, the Trent and Mersey Canal passes through Davenham Parish. The tree lined historic route of the canal provides some of the most picturesque scenery in the Parish as it winds its way around the historic Whatcroft Hall to the south of the Parish.

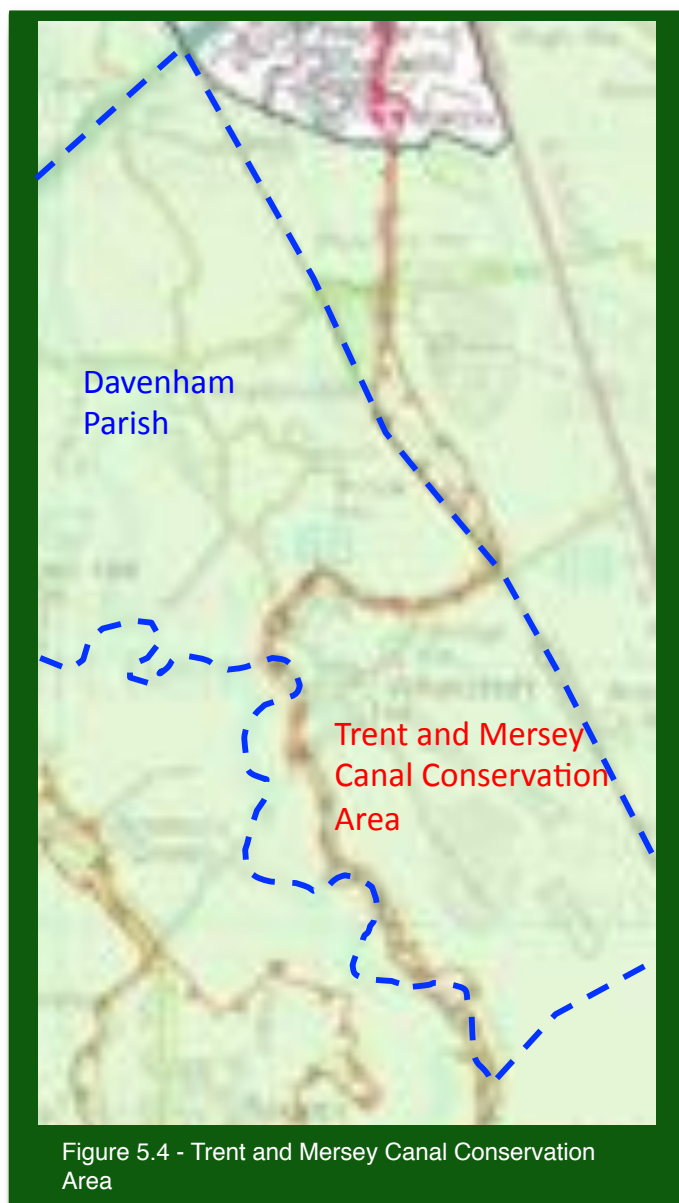


Figure 5.4 - Trent and Mersey Canal Conservation Area

Conclusion: Policies must support the protection afforded by the Conservation Areas.

5.4 Greenfield vs Brownfield Sites

a. As part of the wider Northwich Urban Area, STRAT 5 highlights the strategic objective of regenerating previously developed sites.

5.4.1 Brownfield Sites

a. Most of the designated brownfield land in Davenham Village is already in use, primarily for existing houses with a lesser area occupied by community buildings such as the village school, church, chapel, public houses, a nursing home and private clubs. Other small areas of land belonging to the community are village memorials and public gardens. There are a number of houses in Davenham Village with large gardens which, due to changes in planning legislation in 2010, are no longer classified as 'brownfield land'.

b. There are significant numbers of brownfield sites in the wider Northwich urban area that should allow for greenfield sites to be retained for the benefit of the community.

c. It is also important to recognise that brownfield sites may become available in Davenham Parish during the life of this Plan.

5.4.2 Greenfield Sites

a. The majority of Davenham Parish is designated as countryside, as defined by the CWAC Local Plan, albeit with some areas being subject to additional protection designed to ensure separation of the settlements or preserve the local character.

b. Therefore, building on 'greenfield land' is regarded very much as a last resort and will only be considered as appropriate where positive benefit to the community can be proven, the development is of high quality, addresses sustainability issues and meets a perceived 'local need'. It will also be important that it enjoys wide local support and the layout designed so as not to encourage 'creeping development' into adjacent areas.

Conclusion: Policies should support the use of the brownfield sites.

5.5 Sustainable Development

a. Sustainable development is one of the key themes of the National Planning Policy Framework (NPPF) with the presumption in favour of sustainable development a key part of the policy.

b. Davenham Village has a challenge with this element. The services and infrastructure within the Village are already at capacity and the historic road network is continually congested due to the volume of traffic passing through the Village centre.

c. It is important to emphasise that this limitation is one of capacity, i.e. there is physically nowhere in Davenham Village centre to locate the additional services and infrastructure that substantial development in the area would require. For example, the 2015 expansion to Davenham Primary School was only to accommodate the then current intake of children and not to support a foreseeable increase from new housing in the area.

d. It is acknowledged that there are some infrastructure improvements that would be welcomed by Davenham Parish as part of progressive and sympathetic development and these are identified under our aspirations.

Conclusion: Policies need to recognise the physical limitations that the historic evolution of Davenham has placed on the layout of the Village and its supporting services.

5.5.1 Village or Northwich Urban Area

a. Davenham is classified under the Northwich Urban Area according to the CWAC Local Plan Part 1, STRAT2 and STRAT5. However, there are significant areas in which Davenham is more aligned to a rural community than the Northwich Urban Area.

b. The distinction is important with respect to the CWAC Local Plan policy STRAT 8 in which; with respect to rural villages, development should be within the extant service capacity of the village.

c. Davenham Village lies on the boundary of the Northwich Urban Area and is surrounded by open countryside on three sides, as such it has a village character and is distinct from the larger urban area of Northwich, which has a significant number of brownfield sites and other development opportunities.

d. With respect to the service capacity within Davenham Village, Davenham Village should be considered a rural community for the following reasons:

- The potential to expand the services within the Davenham Village centre are minimal, hence negating any economic argument of demand drawing in supply
- To increase Davenham Village beyond its service capacity will increase journeys through Davenham and Northwich, therefore increasing the environmental damage caused by significant additional development that would, by necessity,

Consultation Findings

99% of those consulted considered Davenham to be a rural village.

already have required building on open countryside.

e. When combined with STRAT 11 concerning infrastructure, there is the opportunity for additional funding to be identified to increase the service capacity of a village. However, as identified above this would have negligible impact due to the congested nature of Davenham Village centre with respect to the provision of additional services.

Conclusion: Policies should give local direction that development should not exceed the extant service capacity of the village.

5.6 The Built Environment

a. Traditionally developments have concentrated on the use of local materials and trades in the construction and maintenance of buildings. As such, developments that commit to the use of local materials and labour will be encouraged so as to:

- Fit in with the local environment
- Economically support the local community

b. In addition, high quality design should also be encouraged to promote sustainable buildings. In properly addressing sustainability the following issues must, where appropriate, be considered:

- Orientation (e.g. to allow for efficient use of solar power generation)
- Thermal insulation and its sustainability
- Rainwater harvesting
- General sustainability of construction materials used
- Ground source heat pumps
- Heat recovery from ventilation
- Photo Voltaic and/or other solar power
- Recycling of 'grey' water
- Water permeable drives and hard standings
- Renewable fuels (e.g. Bio Mass/ Wind Power)
- Roof pitches and usable roof voids.

Conclusion: Policies must reflect environmental concerns and ensure new development fits in with

Consultation Findings

Eco-homes were in the top three types of houses identified by local residents as being required in Davenham Parish.

6. Housing across the Generations

a. Davenham has specific housing needs that are required to balance the stock within the Parish. In this section the needs of the local community are identified and policy themes identified.

6.1 The Northwich Urban Area

a. Davenham Parish lies within the Northwich Urban Area as defined in the Local Plan (Part One). Policy STRAT 5 makes provision for at least 4,300 new dwellings over the 2010-2030 plan period whilst recognising the need to maintain the character and individuality of the settlements that form the wider built up area of Northwich including Davenham.

b. When considering the housing completions to date and the extant commitments within and immediately adjacent to Davenham Parish, these provide a significant contribution towards the overall requirement for Northwich. Coupled with the sensitive nature of the countryside and key settlement gaps around Davenham which have been identified in Chapter 5 of this Plan, it is not considered necessary to allocate additional sites for future development.

c. The following large sites with planning permission are either within the village or significantly impact and demonstrate that Davenham has made a significant contribution to meeting the overall requirement:

• Honey vale Gardens -	148 units
• Church Street -	20 units
• Fountain Lane -	70 units
• Green Lane -	34 units
• Total -	274 units

d. The Plan does acknowledge that brownfield sites may become available in Davenham Parish during the life of this Plan which would contribute further to the housing supply and assist in meeting the Local Plan (Part One) aim of realising the potential of previously developed land.

Conclusion: There is a negligible requirement to provide additional housing sites within Davenham parish.

6.2 The Current Housing Stock

a. From the Rural Communities Profile for Davenham Parish (2013), there are 1204 properties in Davenham parish. The majority of these properties are owner occupied albeit with 33 unoccupied properties.

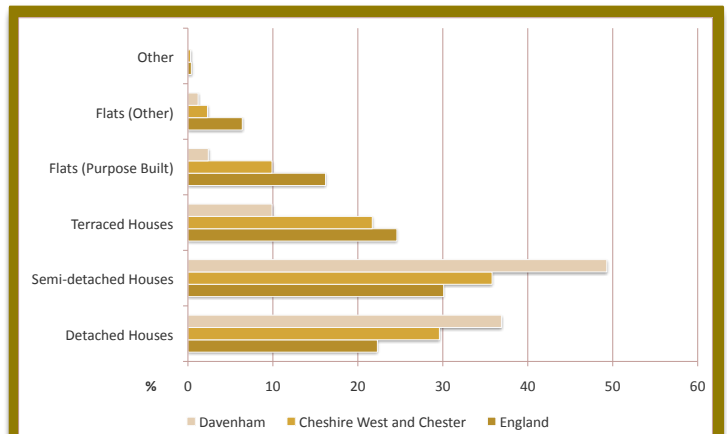


Figure 6.1 - Property Types in Davenham

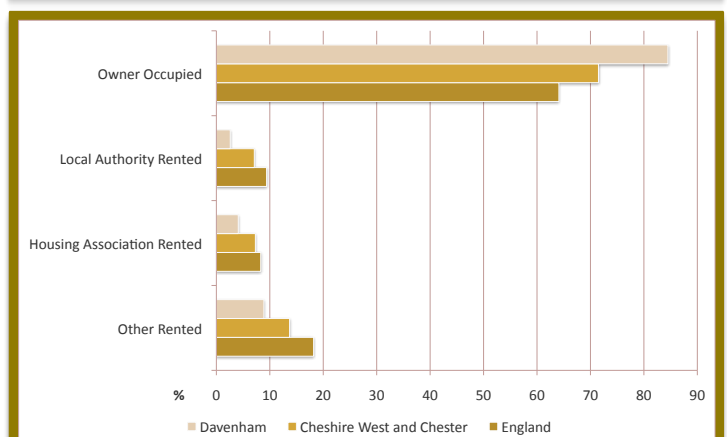


Figure 6.2 - Property Ownership in Davenham

b. Semi-detached (598 properties) and detached (444 properties) accounted for in excess of 85% of the housing stock within the parish. This is significantly higher than the national average.

c. While a high number of larger homes supports the increase in families moving to the area, it limits the opportunities for households to down-size within the village.

d. Furthermore, the limited number of flats and small properties, i.e. terraced houses, could account for a net loss in couples or single people due to the lack of availability of such properties. This is also identified in the Rural Communities Profile for Davenham.

e. It is noted that there is a comparable shortage in properties that are not owner occupied. This limits the opportunities for people wishing to move to or work in Davenham Parish who do not have the financial security required to purchase a property.

Conclusion: Availability of a broad range of housing types is an issue within Davenham parish especially smaller properties/bungalows.

6.3 Future Housing Requirements

a. The Strategic Housing Market Assessment (SHMA) undertaken by Cheshire West and Chester (2013) identified schools as a key factor for families wanting to move to Davenham. While this might suggest that there is a market demand for additional family houses within the village; it ignores the existing and likely continuing capacity constraints at local schools.

b. This is supported by the Neighbourhood Plan Consultation (Fig 6.3).

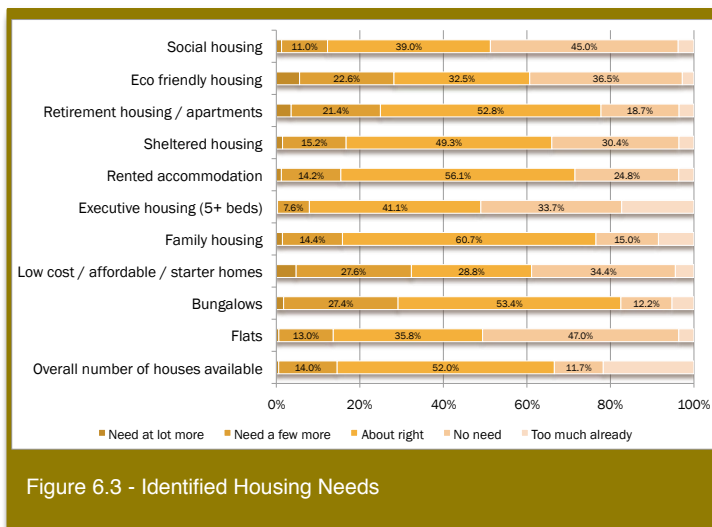


Figure 6.3 - Identified Housing Needs

c. Where additional housing needs have been identified, this focuses on a need for bungalows and low-cost starter homes with 27.4% and 27.6% of respondents identifying a need for more of these types of property, which would have the added benefit of releasing larger properties back to the market (see Fig 6.3).

d. This is supported by the SHMA, which shows a need for a net increase in the requirement for small properties for the over 65s and an increase in small sized affordable housing in the Northwich Urban Area.

e. By providing a wider range of properties within Davenham Parish there will be a more balanced housing choice to meet the needs across generations.

Conclusion: Policies should focus on the need for smaller houses at both the retirement and starter home ends of the market.

6.4 Commercial Buildings

a. The Davenham Parish Neighbourhood Plan incorporates existing commercial buildings consisting mainly of local shops and services including a convenience store, public houses and a post office.

b. There is no identified need for more 'commercial' buildings in the village although there may well be a need to convert, improve or extend existing premises. Adequate provision is already made for new development in the town centres of Northwich (approximately 3km north) and Winsford (approximately 5km south). There are also 'local' shopping, medical facilities and a further public house on Kingsmead, a short distance away across the A556. The nearby village of Moulton also has a 'local' store and two public houses.



Figure 6.4 - Commercial Premises in the Village Centre

c. The Neighbourhood Plan boundary borders onto Gadbrook Park which is one of the key sites for business and development under STRAT 5 of the CWAC local plan, although the area of Davenham Parish to which it borders is currently open countryside.

d. If development proposals come forward for an extension to Gadbrook Park, these have the potential to offer increased employment opportunities in and around the Northwich Urban Area and also have the potential to reduce the higher than average commuting distances.

Conclusion: The demand and need for additional commercial development is largely beyond the boundaries of the Neighbourhood Plan area, however those arising within Davenham Parish should be considered on their merits.

6.5 Good Design and Construction

a. Good design is considered as a necessity by the people of Davenham Parish, and is also a requirement of the NPPF, which states good design 'is indivisible from good planning'.

b. This Neighbourhood Plan gives direction as to the good design expected within Davenham Parish through:

- Size of proposed developments
- Diversity of styles expected
- Mixed housing types, i.e. proposals including bungalows and small houses
- The quality and type of materials expected

c. However, good design does not stop with the design of the completed new development. As identified by the Health and Safety Executive, good design must also consider safety in construction and constructability.

d. Good design and planning for construction are common issues raised by residents, highlighting the importance of this issue to the community.

e. The NPPF also states that 'early engagement on design produces the greatest benefits'; a statement that underpins the need for good, considered design at the planning stage.

6.5.1 Benefits of Safety in Construction

a. Good design includes provision for safety in construction during the planning stage. By planning in advance to mitigate common construction issues, the following benefits are achieved:

- Safer construction for the workforce and residents
- Considerate construction with minimal impact on local residents
- Improved and planned welfare facilities
- Enhanced relationship with the local community resulting in more timely construction and reduced costs
- Minimise the probability of unsafe or illegal practices due to impractical site constraints

b. As such, the benefits of considering construction issues at the planning stage are both reputational and financial and in the interests of progressive development practice.

6.5.2 Good Design in Construction

a. It is expected that, in support of good design following the style and materials guidelines in this Neighbourhood Plan, developers will adopt good design practices and work positively with the local community in developing their plans.

b. For large sites, or where there are clear issues concerning the safe development of the site, eg limited site access, access from narrow lanes or roads or construction traffic impacting school routes, then it is reasonable that the developer should consider such implications prior to being granted planning permission and demonstrate how the site can be safely developed.

Conclusion: Plans need to reflect good design, safe design, and corresponding safe construction, through innovative schemes and forethought on behalf of developers.

Note: It is recognised that the requirements identified here are not pure land use issues although the need for action is strongly supported by the people of Davenham. The schemes to promote safety in planning and construction are detailed in Appendix 4 and 5 and it is expected that developers wanting to build more than 5 properties will work with the community and adopt both these schemes or equivalents.

7. Enhancing Nature

a. Within Davenham Parish there is a wide variety of natural assets that help define Davenham Village and the wider Parish. Throughout the consultation, preservation of the natural assets was strongly expressed with the open countryside, open green spaces and protection of footpaths all gaining significant support.

7.1 Green Space and Open Countryside

a. Both within the settlement boundary and beyond, green spaces and open countryside are important to the character of Davenham Parish.

7.1.1 Public Open Spaces and Footpaths

a. The community is proud of, and values, the existing open spaces in and around Davenham Village and the rural footpath network. This is especially important where these are within the Conservation Area, impact upon it or affect the setting of listed buildings.

b. Key elements of the open spaces are the playing fields for general sport and recreation activities. These are already being enhanced to provide better facilities for all age groups and are particularly important for large events such as Davenham Village Carnival.

c. Laburnum Road and Butchers Stile playing fields are being protected by the Fields in Trust scheme to ensure that they cannot be brought forward for housing development and thus be enjoyed in perpetuity.

d. There is an extensive network of footpaths and public rights of way in and around Davenham Parish, which are well used by the local community and visitors. It is therefore important to ensure the footpaths are maintained to a high standard.

Conclusion: Policies will reflect the importance of footpaths, public rights of way and open green spaces to the community.

7.1.2 The Open Countryside

a. The vast majority of Davenham Parish is open countryside, predominantly comprising agricultural land. The value that this brings to the character of the Parish is not insignificant as identified by numerous comments made about the value of

Green Belt and Countryside

The intrinsic character and beauty of the Cheshire countryside will be protected by restricting development to that which requires a countryside location and cannot be accommodated within identified settlements.

Within the countryside the following types of development will be permitted;

- Development that has an operational need for a countryside location such as for agricultural or forestry operations.
- Replacement buildings.
- Small scale and low impact rural / farm diversification schemes appropriate to the site, location and setting of the area.
- The reuse of existing rural buildings, particularly for economic purposes, where buildings are of permanent construction and can be reused without major reconstruction.
- The expansion of existing buildings to facilitate the growth of established businesses proportionate to the nature and scale of the site and its setting.

Development must be of an appropriate scale and design to not harm the character of the countryside.

Extract from STRAT 9 of the Cheshire West and Chester Local Plan

such land to the local community during the consultation process.

b. The benefits that the open countryside and green spaces bring to the community are recognised by the CWAC Local Plan through policy STRAT 9.



Figure 7.1 - The Countryside separating Davenham and Kingsmead

Conclusion: Policies should protect the open countryside and support STRAT 9 of the Local Plan.

7.2 Canals and Rivers

a. There is a canal and two rivers which pass through Davenham Parish, helping to define the character of the Parish through the flood plains, wildlife and the fact they form the natural boundary.

7.2.1 Trent and Mersey Canal

a. The Trent and Mersey Canal passes through Davenham Parish, entering near Whatcroft in the north and leaving to the southern boundary with Byley.

b. The canal and surrounding countryside are considered to be an attractive asset and host an abundance of wildlife whilst also providing a transport corridor as part of the 'Cheshire Ring' waterway. They are also protected through retained conservation policy (BE10) as the Trent and Mersey Conservation Area.



Figure 7.3 - Sports and Recreation on the River Weaver

7.2.3 The River Weaver

a. The River Weaver is the largest navigable waterway that impacts Davenham Parish and it forms the north western boundary of the Parish south of the A556.

b. The flood plain of the River Weaver is far narrower than that for the Dane, with steeper approaches from Davenham Village down a natural slope.

c. The eastern side of the River Weaver contains a continuous footpath, which runs from Winsford to Northwich. This footpath is regularly used by walkers, runners, cyclists and anglers, and is convenient for circular walks to and from Davenham Village.

d. The abundance of wildlife that finds its natural habitat within or adjacent to the River Weaver is protected by designation of the areas around the river being defined as Local Wildlife Sites under ENV 4 of the Local Plan. The area is also characterised by mature trees following the course of the river, with sightings of herons and other birdlife commonplace.

Conclusion: Policies will support the use of waterways and their environs for health, social and economic benefit.



Figure 7.2 - The Trent and Mersey Canal

7.2.2 The River Dane

a. Passing to the east of Davenham village, the river Dane is surrounded by defined flood plains on both sides.

b. Largely not navigable, the Dane winds its way from the south, joining the Weaver in Northwich. The countryside surrounding the Dane has a natural look and feel as it passes through the agricultural land, often accompanied by mature trees set by the side of the river, marking the route of the river and enhancing the countryside.

7.3 Wildlife and Ecology

a. To identify the natural environment within Davenham Parish that requires protection through the neighbourhood planning system, Davenham Parish Council commissioned a report from Cheshire Wildlife Trust; Protecting and Enhancing Davenham's Natural Environment (2015).

b. There are numerous protected species within Davenham Parish; an important role that this Neighbourhood Plan can play is to protect natural habitats.

7.3.1 Landscape Character Assessment

a. The Landscape Character Assessment for Davenham Parish (Fig 7.4) demonstrates two Land Characteristics within the Parish:

- Type 7 - East Lowland Plain
- Type 13 - River Valley

East Lowland Plain - Key Characteristics:

- Flat and almost flat topography
- Small and medium sized fields

- Mainly hawthorn hedgerows and hedgerow trees
- Dispersed hamlets and farms
- Intensive farming / large farm businesses
- Large number of small water bodies
- Scattered species and rich grasslands
- Riparian ancient woodland
- Medieval moated sites

b. The open character of the countryside means that structures such as overhead power-lines, major roads, railways and urban landscapes are particularly prominent and diminish the area's rural character.

River Valley - Key Characteristics:

- Steep sided river valleys
- Meandering river courses
- High levels of woodland along the river and tributary valleys
- Tributaries in wooded cloughs
- Grassy banks including acid grassland
- Isolated halls and farms

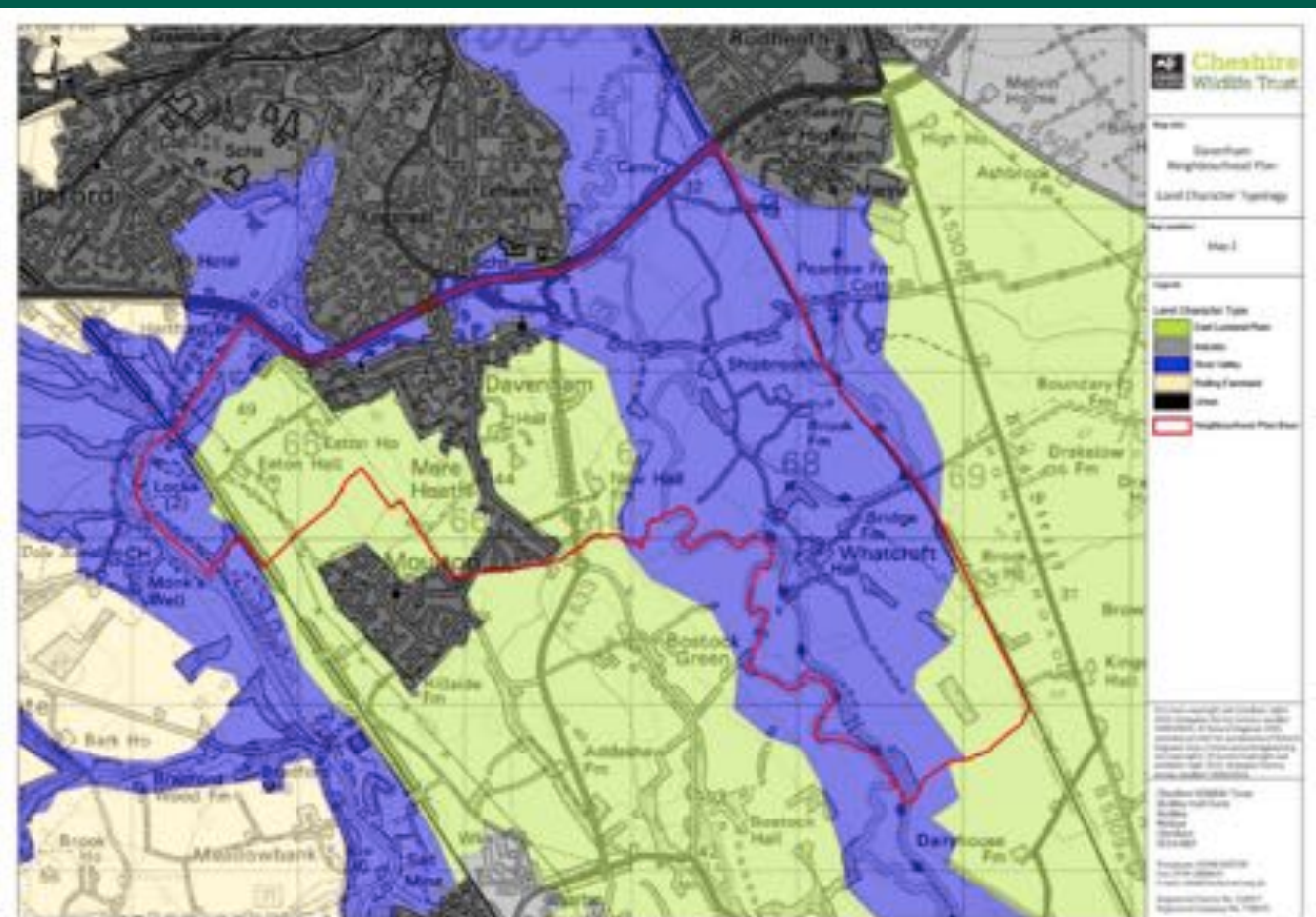


Figure 7.4 - Net Migration within Davenham

c. These characteristics are recognisable from Northwich southwards as far as Winsford. The river valley and its tributaries have steep wooded sides with much of the woodland ancient in origin.

Conclusion: Policies need to protect the landscape character, including the ancient woodland, while ensuring that the visual impact to the area is minimised through sympathetic choice of structures that do not dominate the skyline.

7.3.2 Habitat Distinctiveness

a. In accordance with DEFRA methodologies, a habitat distinctiveness map has been developed that identifies the priority habitat sites in Davenham Parish (Fig 7.5).

b. The sites identified red are Priority 1 sites and include the following designated local wildlife sites:

- Peck Mill Valley
- Weaver Valley/Newbridge Pool
- Land to east of Earl's Wood*

* in the process of being assigned (as at 2015)

c. Plus the following undesignated high priority woodland sites:

- Davenham Hall
- Puddinglake Brook
- Earl's Wood
- Whatcroft Hall
- Route of Trent and Mersey Canal

d. And the following:

- Mere Heath (Jack Lane) for the rich grassland
- Shipbrook Farm for the traditional orchard

e. The high priority sites are complemented by an array of medium priority sites, which stretch across Davenham Parish. Many of these sites support semi-natural grasslands, however should they be shown to be species rich, they should be reclassified as priority habitat.

Conclusion: Areas of medium and high habitat distinctiveness need to be protected by this Neighbourhood Plan.

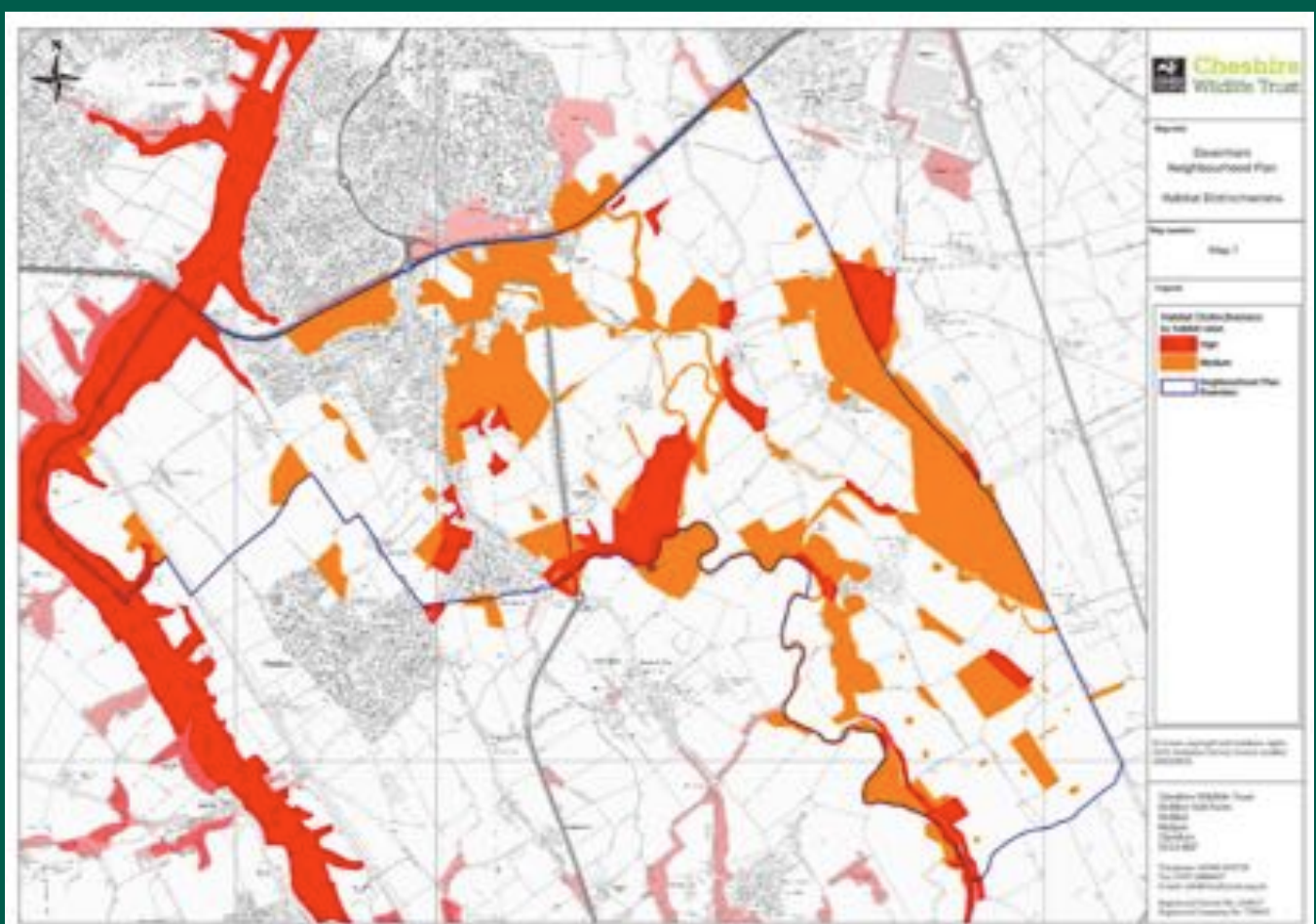


Figure 7.5 - Habitat Distinctiveness Map

7.3.3 Wildlife Corridors

a. Analysis of the priority habitat sites has identified a network of wildlife corridors, which cross the east of Davenham Parish, mainly following the routes of the River Dane, River Weaver Valley and the Trent and Mersey Canal.

b. In a regional context, Davenham Parish is important because woodland along the River Weaver and at Peck Mill Valley have been identified as contributing to the County Ecological Network.

Conclusion: The wildlife corridors require identification and protection in this Neighbourhood Plan.

7.3.4 Trees and Landscape

a. Trees and landscape are key features of Davenham Village environment and the whole of this Neighbourhood Plan area falls within that considered high priority for woodland development/restoration.

b. Regrettably, there has been a loss of number of mature trees in prominent locations within Davenham Village. Not all of these losses have been mitigated for by replacement planting, and not all mature or specimen trees are protected by Tree Preservation Orders (TPO) or are within Conservation Areas. The loss of trees can have a negative impact on the amenity and environment of Davenham Parish. TPOs in Davenham are listed in Appendix 2.

c. Protection of trees, including new and replacement planting, should be encouraged. Some important mature trees that dominated the skyline and were of high amenity value have been subject to damage and destruction in recent years due to storm damage, development or simply age and condition of the trees.

Conclusion: Policies should protect mature trees and encourage the restoration of the woodland in the area.

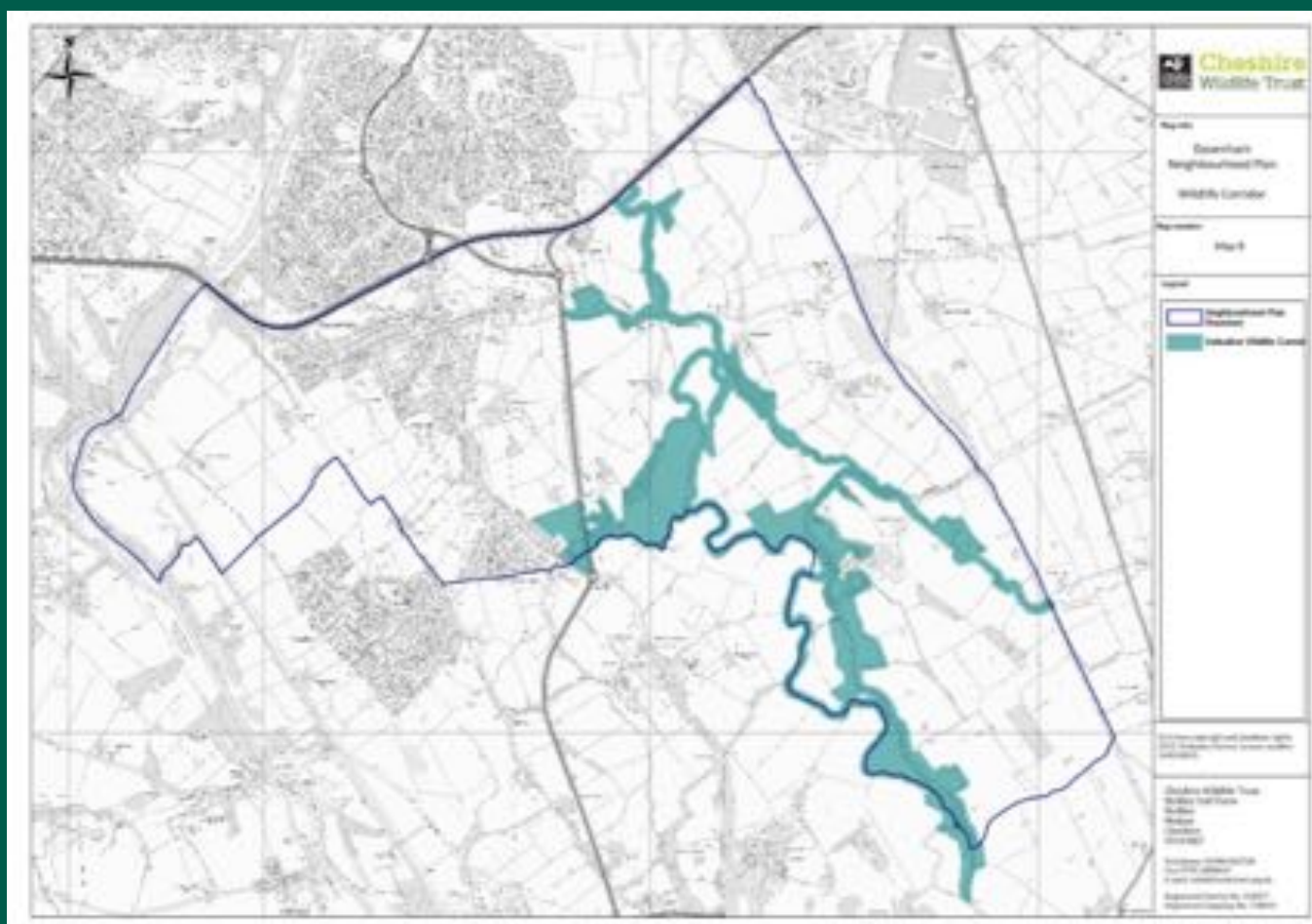


Figure 7.6 - Wildlife Corridors in Davenham Parish

8. A Vision for Davenham Parish

a. The vision for Davenham Parish is based on the issues identified by the community and which are impacting upon it. It has been discussed and refined through the consultation process and is a focal point of this Neighbourhood Plan.

8.1 The Vision for Davenham Parish

b. Davenham Parish will continue to be a pleasant place to live, building on its rural feel and distinctive character including green spaces and historic core, and will be maintained and enhanced in line with the wishes of the community. Expansion should occur in a proportionate manner, as it has done over the past century. It will be a greener village where members of the community can enjoy a good quality of life and a flourishing natural environment.

c. Supporting the vision are the following objectives:

Community Life

- To continue to provide the environment in which people want to live, supported by the facilities and services that underpin the community's lifestyle

Environment

- To protect and enhance the wildlife and the substantially rural character of Davenham Village, which is surrounded by green fields
- To maintain the open environment of Davenham Parish
- To encourage small developments that reflect the eclectic mix of building styles, so that no one development overpowers the style or character of Davenham Village
- To protect and enhance the character of the Trent and Mersey Conservation Area

Business

- To encourage businesses within Davenham Parish to thrive, including the necessary communications infrastructure

Education

- To ensure access to high quality education at the local school

Traffic

- To deter through traffic by encouraging use of the by-pass
- To ensure that the impact of traffic generated by future development is successfully managed and

that appropriate consideration is given to the highly constrained areas of Davenham Village that are narrow, congested and predate modern volumes of traffic, such as Church Street, Green Lane and the surrounding areas

- To ensure Davenham Village is a safe place to live, work and travel within, being able to cross the road without having to wait excessive times or take unacceptable risks

Davenham Village Centre

- To retain the character of the village centre
- To ensure that Davenham Village centre remains vibrant and continues to offer a range of enhanced facilities

Transport

- To encourage, where possible, improved public transport links

Heritage

- To protect and where possible enhance both designated and non designated heritage assets and historic landscape character and put in place measures to avoid or minimise impact or mitigate damage
- To encourage the preservation or restoration of original architectural details such as cornices, fenestration, architraves etc. as these are important to the character of the conservation area.



Figure 8.1 - The Fountain at Fountain Lane, one of the characteristics of Davenham

9. Policies

a. Derived from public consultation, various studies, the CWAC Local Plan and NPPF, delivery of the vision is dependent on policies. These policies are based on key themes:

9.1 Village Character

a. The character of Davenham Village is at the heart of the community. Davenham Village, predominantly through the built environment, is characterised by the village centre and small scale development.

b. The community of Davenham have consistently identified the character of Davenham Village as being of value and requiring protection. As such, the Village Character policies are designed to support the CWAC Local Plan policies STRAT 1, STRAT 5 and STRAT 9 in that:

- They protect, enhance and improve the natural and historic environment
- The character and individuality of the settlements within the Parish will be maintained
- Countryside will be protected by restricting development to that which is appropriate in a countryside location.

c. Building on the Local Plan, the policies give local direction to ensure that any new development complements Davenham Village character; allowing the construction of buildings that enhance the local environment and blend in with the character of Davenham Village.

VC 1 - The character of new housing developments should reflect the previous organic growth of Davenham and not result in large 'estate' type areas of similar appearance. Instead, new developments should contribute to creating sociable and inclusive neighbourhoods that respond to the village character and strengthen the existing community.

New residential development should therefore ideally be delivered as schemes with a maximum of 25 houses. Related applications for the same site, adjacent site or sites with a shared access point should not collectively exceed the initial 25 unit limit. Where a scheme exceeds this number then different areas of distinct and discernible character, each no larger than 25 homes, must be designed into the scheme.

d. Davenham Village has been built up of a mixture of styles, none of which dominate the character. In recent years, developments in and around Davenham Village have been kept to

relatively low numbers with few developments giving the impression of an estate and all of them merging into the fabric of the village.

e. As such, development should be limited to continue this mix of styles and distinctive character. Limiting the number of properties per proposal to 25 per site enhances this effect, and helps to develop character with new designs on a managed scale.

f. The limit of 25 units is justified for various reasons:

- 25 units represents circa 1.5% of the total number of dwellings in Davenham Parish and therefore provides an appropriate limit
- The consultation response to the Neighbourhood Plan demonstrated that a significant majority of residents considered that smaller developments were more desirable than larger ones in protecting the character of Davenham Village

VC 2 - 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.

g. In addition to the built environment, Davenham Village is defined by its boundary. STRAT 5 of the CWAC Local Plan is clear in that it strives to protect the individuality of the settlements within the Northwich Urban Area. The individuality of Davenham Village is maintained through the Open Countryside and key settlement gaps between the Village and other settlements such as Moulton and Kingsmead.

h. The CWAC Local Plan already offers some protection to the areas identified between the settlements through the designation as Key Settlement Gaps, formerly ASLEVs. This is in addition to the area being defined as Open Countryside and afforded the protection of that status. However, due to the local concern about the individuality of Davenham being eroded via development in these spaces, this policy is designed to reinforce this protection.

VC 3 - 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.

Proposals for new development, including change of use, must where appropriate, meet the following criteria:

- have adequate vehicular access arrangements onto the highway
- be appropriate in terms of impact on the local highway network capacity and road safety
- provide adequate vehicular and cycle parking in accordance with standards adopted by CWAC
- be appropriately accessed by public transport
- make provision for the safe and efficient movement of the mobility impaired, pedestrians and cyclists.

VC 4 - 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.

j. Davenham Parish is home to a number of both statutorily and locally listed buildings including Davenham Hall, Whatcroft Hall, St Wilfrid's Church, The Old Rectory and the Bulls Head pub.

k. A significant number of these are in the historic village centre that plays a prominent role in defining the character of Davenham Village, and, together with undesignated heritage assets, form a unique and significant legacy that must be protected.

VC 5 - Alterations and extensions to existing buildings must be carefully designed and implemented to ensure that any positive character of the building, and its contribution to the character of the wider area, is not harmed and that any impact on significant heritage assets and their setting is minimised. The cumulative impact of small changes should be assessed and considered as this can be detrimental to the character of the area if not carefully controlled.

l. The policies ensure this area, and the village character in general, continue to be protected. Policy VC 4 aims to limit the impact, including height and relevance to a village location, of newly developed buildings in Davenham Village with the intent of preserving the existing village character.

m. Proposed modifications to the existing housing stock should be held to the same standards as required of new development. Many buildings in Davenham Village are within the Conservation Area and are already held to a higher design standard.

VC 6 - Improvements to the current housing stock are encouraged. Replacement dwellings or extensions to existing dwellings would generally be acceptable provided such proposals comply with the policies in this Neighbourhood Plan and the CWAC Local Plan. Replacement dwellings will be permitted in the open countryside.

9.2 Housing Location

a. The locations for additional development and housing within the confines of Davenham Village are challenging. Land within the Village boundary, confirmed on pg 14, has limited potential to accommodate significant new development. To build on land outside of the stated boundary would have a detrimental impact on the defined Open Countryside and Key Settlement Gaps separating Davenham Village from neighbouring settlements. Further, the land between settlements is defined on page 15 and specifically highlights the areas between Davenham and Moulton and the land between Davenham and Kingsmead. These have been eroded since 2010.

b. It is recognised that there are many opportunities for developing brownfield sites in the Northwich Urban Area and some brownfield sites may be identified in Davenham Parish over time (STRAT 5). Housing location policies are designed to make use of these sites to maximise our potential of meeting the policies ENV 2, ENV 3, ENV 4, ENV 5, ENV 6 and SOC 5.

c. Our policy VC2 addresses the issues identified above and is in line with both the NPPF and CWAC Local Plan for encouraging brownfield sites.

HL 1 - Where the size of the development warrants it and, in any case, for new builds of 25 units or above, proposals must demonstrate that the increase in traffic flow can be accommodated taking into account the daily working life of the village and anticipated traffic flows.

d. Traffic congestion and increased traffic flows through a congested village centre which was laid out at a time when modern traffic patterns were not known is an issue of concern to the residents of Davenham Parish. Section 4.3 and Figure 4.4 provide further detail to support this. Policy HL2 is designed to ensure that larger scale proposed development is granted only in areas where any increases in traffic flow can be accommodated in the Village without changing the peaceful character of the Parish.

9.3 Sustainability and Local Need

a. There is a need to balance, sustainability and perceived local needs, although the community has highlighted environmental protection as a priority. As such, the needs of the community must be addressed for proposed development.

b. Policies for sustainability and local need support the following CWAC Local Plan policies:

- STRAT 1 - Protect, enhance and improve the natural historic environment
- STRAT 5 - Maintaining the character and individuality of the settlement
- STRAT 11 - Facilitate the timely provision of additional facilities
- SOC 1 - Delivering affordable housing
- SOC 2 - The tenure split of housing mix must be reflective of the most up to date housing needs information
- SOC 3 - Housing mix and type
- ENV 6 - Respect local character, incorporate energy efficient measures and meet nationally described standards

c. Given the location of Davenham Parish on the rural edge of the Northwich Urban Area, it is reasonable that "Development should not exceed the capacity of existing services and infrastructure unless the required improvements can be made" (STRAT 8).

d. The tightly packed centre of Davenham Village does not allow for credible expansion of the local services and infrastructure. Historically all the local primary schools have been at capacity (Davenham, Kingsmead and Moulton) and this is unlikely to change in the foreseeable future.

e. It follows that adherence to Local Plan Policy STRAT 11 is therefore especially important for Davenham Village. However, it should be emphasised that, should there be a visionary way of expanding the historic village centre and provide the additional services that the existing community requires, proposals would be most welcome albeit not at the cost of destroying Davenham Village character.

S&LN 1 - New housing proposals must make provision for smaller properties to meet the identified need in the local area. Proposals should have regard to the latest housing need assessment for the Parish, undertaken through a review of the Neighbourhood Plan or through Council housing needs assessments updated throughout the life of this plan.

f. The community has identified through the Neighbourhood Plan consultation process that there is a need in the local area for small properties, e.g. 3 or fewer bedrooms (Pg 21, Fig 6.3). There is little appetite for additional larger properties. It is anticipated that the provision of bungalows should help to release larger properties onto the market. Development proposals should have a mix of housing types to reflect policy S&LN 1.

S&LN 2 - The Neighbourhood Plan supports the CWAC Local Plan policies for affordable housing. Affordable Housing to be developed must be consistent with housing types that are needed within the Parish, as identified in policy S&LN 1.

g. The identified need is to address the shortage of high quality smaller properties into which people can 'downsize' and stay in the Village. In addition, the shortage of affordable housing means that people find it difficult to afford to live within the Village.

h. The housing need assessment will be reviewed in line with the 5 year review of this Plan.

i. This is supported by the assessment of the housing stock given in Section 6 of this Neighbourhood Plan. It is also noted that, as recent developments have provided no bungalows and the statutory minimum of affordable units, there is no market demand argument against the limitations on larger properties that are over represented in the village (page 20).

9.4 Building Sustainability

a. This Plan seeks to ensure that new development is environmentally considerate.

b. The policy on building sustainability is designed to support the CWAC environmental and sustainability policies by providing additional guidance for policy ENV 6, for high quality design and sustainable construction.

BS 1 - Sustainable construction and energy efficiency measures will be encouraged.

Development proposals should, where appropriate, consider the following:

- Orientation (e.g. to allow for efficient use of solar power generation)
- Thermal insulation and its sustainability
- Rainwater harvesting
- General sustainability of construction materials used
- Ground source heat pumps
- Heat recovery from ventilation
- Photo voltaic and/or other solar power
- Recycling of 'grey' water
- Water permeable drives and hard standings
- Renewable fuels (e.g. Bio Mass / Wind Power)
- Roof pitches and usable roof voids.

- NE11 - Areas of Special County Value
- NE12 - Areas of Significant Local Environmental Value

c. The Davenham Conservation Area is protected under policies ENV5 of the Local Plan (Part 1) and BE10 of the VRBC Local Plan. The Plan complements these policies whilst protecting the local green infrastructure for the benefit of people and wildlife.

L&PA 2 - 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.

d. Policy L&PA 1 facilitates the creation of new green public areas and wildlife corridors to link with the existing rural footpaths and create landscape buffers to new development, all of which was strongly identified as being important to the community through consultation (see section 5, Defining our Environment) and support ENV3 of the Local Plan (Part 1). See Appendix 6 for more detail.

9.5 Landscape and Protected Areas

a. Davenham Parish has extensive mature landscapes within the Village boundary, the open green spaces between Davenham and adjacent settlements and the wider rural landscape. Protection of this landscape is required to maintain the Village character.

b. In developing the policies for Landscape and Protected areas, it is acknowledged that the CWAC Local Plan already includes significant protection through the continuation of several Vale Royal Local Plan policies including:

L&PA 1 - 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.

e. Mature trees and green spaces are important to the wellbeing of the community (SOC 5) and Policies L&PA 1 and 2 are designed to ensure enhancement of these spaces and the natural environment.

f. Protection of local footpaths is necessary to ensure that they are not diverted as a result of development or absorbed into road plans that go in the same general direction as the original route. Instead, direct pedestrian routes are to be retained throughout the Village, complemented with new routes where necessary.

L&PA 3 - Residential development proposals must retain and protect existing footpaths and ensure that the most direct footpath routes are retained throughout the Village. The existing footpath network should be extended where possible.

9.6 Wildlife

W1 - 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

W2 - 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.

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.

d. The community is determined to protect wildlife in the Parish, not only for its intrinsic value, but also for the enjoyment of future generations. For these reasons the Neighbourhood Plan sets out clear guidance as to measures that can be implemented to protect and enhance wildlife when development is proposed.

e. For the avoidance of doubt, the priority habitats and natural wildlife corridors are as identified on pages 26 and 27 of this Neighbourhood Plan. The proposed new Wildlife Corridors and Landscape Buffers are identified in Fig 7.6 and Appendix 6.

a. Davenham Parish is blessed with a wide variety of natural resources including endangered species and areas of national significance for grassland diversity. These need protection in line with para. 118 of the NPPF.

b. These policies accord with the NPPF paragraphs 109, 117 and 118 and policy ENV 4 of the CWAC Local Plan.

c. Wildlife policies support the 'net gain' principles outlined in the NPPF and supported by the CWAC Local Plan in that any loss of bio-diversity as a result of development needs to be compensated for. The challenge for local biodiversity policies is that it is only once a habitat has been lost that the success or otherwise of any mitigation becomes apparent.

10. Aspirations

a. In conjunction with the planning restrictions that this Neighbourhood Plan imposes, there are also needs that the people of Davenham Parish have identified that would complement a vibrant community life. These fall into 3 main areas:

- Provision of a community centre
- Safe transport through Davenham Village centre
- Improved parking within Davenham Village centre

b. Acknowledging that aspirations will change as projects are completed, the list below is correct as of September 2016. A complete list of aspirations and estimates is kept live on the Davenham Parish Council website: davenhampc.org.uk.

10.1 Community Centre

a. A repeated request from the people of Davenham Parish has been the provision of a community centre and associated facilities for the younger population, especially teens.



Figure 10.1 - Condemned village hall run by St Wilfrid's Church

b. The main driver for a village community centre is the identified need for a suitable building for use by Davenham Village clubs and societies including Scouts, Guides, a playgroup and other activities that are both actively supported by the community and that have struggled for a home since the loss of the St Wilfrid's Church Hall to flooding several years ago.

c. The Village is also in need of somewhere for people of all ages to meet and socialise. This

could take the form of a cafe or some other commercial venture.

d. The main challenge is location of a potential site that is affordable, centrally located and will not adversely impact the traffic issues within Davenham Village.

10.2 Traffic Calming

a. Davenham Village was one of the last to be subject to traffic calming through the use of speed cushions and ramps. Some residents of Davenham Parish have made it clear that they wish for these to be removed as:

- They increase wear on private vehicles
- They do not slow down vehicles that can straddle the cushions
- They increase the road maintenance issues



Figure 10.2 - Outdated traffic calming along London Road

b. However, it is important to have some means of enforcing the speed limits through Davenham Village without impacting the feel and nature of the Village centre as well as having a safe means of pedestrian crossing, especially on London Road.

c. While some progress has been made with respect to a 20mph zone, it is acknowledged that, from a pure footfall perspective, Davenham Village does not qualify for a zebra crossing for pedestrian use. However, this does not mean that London Road in Davenham Village centre is safe, with young children and families in particular struggling to cross at peak times for school, church or to visit the Laburnum Road playing field.

d. As such, new traffic calming measures need to be considered to ensure Davenham Village centre is a safe place for pedestrians and highway users.

10.3 All Inclusive Play Facilities

a. Within Davenham Parish, it is important to strive to be all inclusive with all amenities, including the play facilities. Therefore, additional play equipment for disabled children is needed on the playing fields.



Figure 10.3 -
Play equipment at Laburnum Road Playing Field

“The village needs a ‘hang-out’ venue to encourage people to socialise and build a more cohesive community”

Rev Rob Iveson of Davenham Parish

b. The footpaths running either side of London Road from the A556 roundabout are wide enough to accommodate a cycle route on at least one side of the road to facilitate safe access to Davenham Village centre. This solution should be explored, as could the possibility of a marked cycle path along the wider sections of London Road past Davenham Village centre heading towards Moulton, potentially as part of a wider initiative to review the current traffic calming measures.



Figure 10.4 - The area of London Road where a cycle lane is suggested

10.4 Village Parking

a. Parking in Davenham Village centre is a challenge with the available parking being predominantly at The Bulls Head pub (at the discretion of the Landlord) and the Petrol Station. There is very limited off-street parking.

b. While there is no perceived solution to this issue, the people of Davenham would like to see the parking improved in Davenham Village centre. This would allow greater support for Davenham Village shops, thereby encouraging the economic success of Davenham Parish.

10.5 Cycle Lanes

a. There is a cycle path that runs beside the A556. However, this does not extend into Davenham Village centre.

10.6 Safety in Construction

a. Safety in construction has been a constant theme of this Neighbourhood Plan and there is a desire within the community to ensure best practice is maintained through Developers working with the community. As such, there is a desire for developers to engage in the following two schemes, both of which address safety during construction:

- Safety in Construction - A scheme through which the developer and the supply chain are incentivised to work together to ensure the site is developed safely. See Appendix 5
- Residents Committee - A scheme which formalises the working relationship between the local community and the developer. An example of how this could work is given in Appendix 4 although the exact arrangements are expected to be agreed on a case by case basis.

10.7 Landscape Buffers

a. Davenham Parish is fortunate to benefit from green spaces in a variety of ways from greenfield countryside to playing fields and green landscape buffers around the Village. Preservation of these sites was a significant local issue and new build developments should ideally create new landscape buffers. This would help to supplement the existing footpath network, provide green spaces and wildlife corridors, and soften the impact of new building developments on existing properties.

Appendix 1 - Listed Buildings within Davenham Parish

The following Listed Buildings are within the Parish of Davenham:

BUILDING	LOCATION	GRADE
Church of St Wilfrid	Church Street	Grade 2*
Davenham Hall	London Road	Grade 2*
Davenham Hall Gardens and Parkland	London Road	Grade 2*
Whatcroft Hall	Whatcroft Lane, Whatcroft	Grade 2*
Table Tomb C15	St Wilfrids church yard	Grade 2
Lych Gate	St Wilfrids church	Grade 2
Fountain C19	Fountain Lane	Grade 2
Odd Fellows public house	Hartford Road	Grade 2
Mount Pleasant Farm House	Hartford Road	Grade 2
Roseaton (house)	155 Hartford Road	Grade 2
Bulls Head Inn	London Road	Grade 2
Shipbrook Bridge	Shipbrook Road Whatcroft	Grade 2
Lock Keepers Cottage	Vale Royal Locks (River Weaver)	Grade 2
Small Lock, Gates & Swing Bridge	Vale Royal Locks	Grade 2
Large Lock, Gates & Swing Bridge	Vale Royal Locks	Grade 2
Manor Farm Building	Old Lane (London Road)	Grade 2
Bridge Cottage and Canal Cottage	Whatcroft Lane, Whatcroft	Grade 2
Old School [ex CofE Primary School]	Hartford Road	Grade 2
Private House	542 London Road	Grade 2
Railway Viaduct C19	Crewe - Hartford Line/River Weaver	Grade 2
Mile post	Trent & Mersey Canal SJ6805 6928	Grade 2
Mile post	Trent & Mersey Canal SJ632 7024	Grade 2
The Lodge [Davenham Hall]	511 London Road	Grade 2
Private House	1 Green Lane	Grade 2
Bridge End Farm House	Shipbrook Road, Whatcroft	Grade 2
The Old Rectory	Church Street	Grade 2
3 Private Houses	61, 63 and 65 Church Street	Grade 2
War Memorial	Junction Hartford/London Roads	Grade 2

In addition to the nationally listed buildings above, a register of Locally Listed Buildings may be found on the Cheshire West and Chester website with a significant number of properties on Church Street, and village centre registered in this manner.

Appendix 2 - Tree Preservation Orders

The following Tree Preservation Orders are within the Parish of Davenham:

Order No	Tree No	Location	Species
12/00001/ORD	1	Whatcroft Hall	Sycamore
12/00001/ORD	2	Whatcroft Hall	Cedar
12/00001/ORD	3	Whatcroft Hall	Sycamore
12/00001/ORD	4	Whatcroft Hall	Yew
V/93/00329/ORD	1	London Road	Oak
V/99/00354/ORD	1	Hartford Road	Oak
V/99/00354/ORD	2	Hartford Road	Oak
V/99/00354/ORD	3	Hartford Road	Apple
V/99/00354/ORD	4	Hartford Road	Apple
14/00012/ORD	1	Davenham Cricket Club	Oak
14/00012/ORD	2	Davenham Cricket Club	Oak
14/00012/ORD	3	Davenham Cricket Club	Oak
14/00012/ORD	4	Davenham Cricket Club	Oak
V/72/00012/ORD	1	Hartford Road	Sycamore
V/83/00227/ORD	1	Yew Tree Farm	Beech
V/83/00227/ORD	2	Yew Tree Farm	Ash
14/00010/ORD	1	London Road	Red Oak
14/00005/ORD	1	London Road	Oak
14/00004/ORD	1	London Road	Acer
14/00003/ORD	1	London Road	Oak
14/00003/ORD	2	London Road	Oak
13/00008/ORD	1	London Road	Ash
13/00008/ORD	2	London Road	Sycamore
13/00008/ORD	3	London Road	Sycamore
13/00008/ORD	4	London Road	Oak

Order No	Tree No	Location	Species
V/73/00014/ORD	1	Davenham House	Beech
V/73/00014/ORD	2	Davenham House	Beech
V/73/00014/ORD	3	Davenham House	Beech
V/73/00014/ORD	4	Davenham House	Beech
V/73/00014/ORD	5	Davenham House	Beech
V/73/00014/ORD	6	Davenham House	Lime species
V/73/00014/ORD	7	Davenham House	Horse Chestnut
V/73/00014/ORD	8	Davenham House	Horse Chestnut
V/73/00014/ORD	9	Davenham House	Beech
V/61/00011/ORD	1	Grovemount	Oak
V/61/00011/ORD	2	Grovemount	Oak
V/61/00011/ORD	3	Grovemount	Oak
V/61/00011/ORD	4	Grovemount	Austrian Pine
V/61/00011/ORD	5	Grovemount	Austrian Pine
V/61/00011/ORD	6	Grovemount	Austrian Pine
V/72/00013/ORD	1	Church Street	Turkish Oak
V/72/00013/ORD	2	Church Street	Chestnut
V/72/00013/ORD	3	Church Street	Copper Beach
V/72/00013/ORD	4	Church Street	Oak
V/80/00153/ORD	1	Garden Cottage	Oak
V/80/00153/ORD	2	Garden Cottage	Yew
V/80/00153/ORD	3	Garden Cottage	Cedar
V/80/00153/ORD	4	Garden Cottage	Holly
V/80/00153/ORD	5	Garden Cottage	Yew
V/80/00153/ORD	6	Garden Cottage	Yew

Order No	Tree No	Location	Species
V/78/00112/ORD	1	Church Street	Beech
V/78/00112/ORD	2	Church Street	Beech
V/78/00112/ORD	3	Church Street	Birch
V/78/00112/ORD	4	Church Street	Birch
V/78/00112/ORD	5	Church Street	Birch
V/84/00243/ORD	1	Davenham Hall	Horse Chestnut
V/84/00243/ORD	2	Davenham Hall	Horse Chestnut
V/84/00243/ORD	3	Davenham Hall	Horse Chestnut
V/84/00243/ORD	4	Davenham Hall	Horse Chestnut
V/84/00243/ORD	5	Davenham Hall	Oak
V/84/00243/ORD	6	Davenham Hall	Lime Species
V/84/00243/ORD	7	Davenham Hall	Lime Species
V/84/00243/ORD	8	Davenham Hall	Lime Species
V/84/00243/ORD	9	Davenham Hall	Ash
V/84/00243/ORD	10	Davenham Hall	Lime Species
V/84/00243/ORD	11	Davenham Hall	Horse Chestnut
V/84/00243/ORD	12	Davenham Hall	Sycamore
V/84/00243/ORD	13	Davenham Hall	Sycamore
V/84/00243/ORD	14	Davenham Hall	Oak
V/84/00243/ORD	15	Davenham Hall	Sycamore
V/84/00243/ORD	16	Davenham Hall	Oak
V/84/00243/ORD	17	Davenham Hall	Sycamore
V/84/00243/ORD	18	Davenham Hall	Sycamore
V/84/00243/ORD	19	Davenham Hall	Oak
V/84/00243/ORD	20	Davenham Hall	Oak
V/84/00243/ORD	21	Davenham Hall	Oak
V/84/00243/ORD	22	Davenham Hall	Lime Species
V/84/00243/ORD	23	Davenham Hall	Oak
V/84/00243/ORD	24	Davenham Hall	Oak

Order No	Tree No	Location	Species
V/84/00243/ORD	25	Davenham Hall	Oak
V/84/00243/ORD	26	Davenham Hall	Oak
V/84/00243/ORD	27	Davenham Hall	Lime Species
V/84/00243/ORD	28	Davenham Hall	Oak
V/84/00243/ORD	29	Davenham Hall	Oak
V/84/00243/ORD	30	Davenham Hall	Oak
V/84/00243/ORD	31	Davenham Hall	Ash
V/84/00243/ORD	32	Davenham Hall	Lime Species
V/84/00243/ORD	33	Davenham Hall	Cedar
V/84/00243/ORD	34	Davenham Hall	Lime Species
V/84/00243/ORD	35	Davenham Hall	Lime Species
V/84/00243/ORD	36	Davenham Hall	Oak
V/84/00243/ORD	37	Davenham Hall	Oak
V/84/00243/ORD	38	Davenham Hall	Oak
V/84/00243/ORD	39	Davenham Hall	Horse Chestnut
V/84/00243/ORD	40	Davenham Hall	Oak
V/84/00243/ORD	41	Davenham Hall	Oak
V/84/00243/ORD	42	Davenham Hall	Oak
V/84/00243/ORD	43	Davenham Hall	Oak
V/84/00243/ORD	44	Davenham Hall	Oak
V/84/00243/ORD	45	Davenham Hall	Oak
V/84/00243/ORD	46	Davenham Hall	Oak
V/84/00243/ORD	47	Davenham Hall	Oak
V/84/00243/ORD	48	Davenham Hall	Oak
V/80/00154/ORD	1	London Road	Beech
V/80/00154/ORD	2	London Road	Beech
V/80/00154/ORD	3	London Road	Sycamore
V/80/00154/ORD	4	London Road	Elm
V/80/00154/ORD	5	London Road	Beech

Order No	Tree No	Location	Species
V/08/00157/ORD	1	London Road	Sycamore
V/08/00157/ORD	2	London Road	Sycamore
V/08/00157/ORD	3	London Road	Sycamore
V/84/00243/ORD	1	London Road	Oak
V/84/00243/ORD	2	London Road	Oak

Source - CWAC Interactive Map (<http://maps.cheshire.gov.uk/cwac/interactivemapping/#>)
 - Accessed 5 Jul 15)

Appendix 3 - Building Styles

The following additional building styles are identified within Davenham Village and complement the diagram on pg 11 of this plan:



Pre-war housing in the centre of the village



Cottages and terraced housing on London Road



Pre-war and modern styles mix on Eaton Lane



Terraced housing along Hartford Road



1980's developments along Mount Pleasant



Green space at the entrance to Grovemount

Figure A3.1 - Further Building Styles in Davenham

Appendix 4 - Residents Committee

Introduction

Construction is often a contentious period in the lifecycle of a development when the local environment is often being irrevocably changed, and generally for the worse in the eyes of local residents. In addition to this loss, their lives are also likely to be disrupted due to increased traffic, construction vehicles, noise and an influx of construction workers.

To ensure that these impacts are minimised and the local community are fully engaged with the construction process a Residents Committee is proposed to provide a direct forum between the local community and the developer. Their purpose will be to provide the first line of contact between site and community with the primary focus on ensuring safe operations within the site, reporting any breaches or issues which are having an adverse impact on the quality of life of residents while also understanding the pressures and limitations on the developer.

Objective

To provide a forum through which the local community can communicate directly with the developer to ensure and influence safe construction while minimising the impact of construction on the local community.

When to form a Committee

All developments of 5 or more units will require a Residents Committee (RC).

The committee is to be formed prior to the start of construction and no work is to be undertaken on the site until after the committee has ratified the Construction/Traffic Management Plan on behalf of the local community.

Members

The committee is to be drawn from members of the local community and the developer. The suggested minimal number of members of the committee are:

- Site Construction Manager
- Member of the Parish Council
- Local Resident
- Member of the Developers Supply Chain

The actual membership of the committee is not mandated and should be proposed by the developer and agreed with the Parish Council prior to the first meeting but should be balanced in its representation from the developer and the local community.

Committees Remit

The formal documentation which outlines the measures the developer is to put in place to ensure safe development is the Construction Management Plan which may be supplemented with addendums including a Traffic Management Plan. The requirements for this documentation stem from the Health and Safety at Work Act and the regulations derived from this legislation.

The Residents Committee's primary remit is to ensure the safe implementation of the Construction Management Plan and provide feedback into the site concerning its impact on the local community. It is expected that the Developer will have submitted the Construction Management Plan to Cheshire West and Chester (CWAC) for agreement with guidance given from CWAC on the suitability of the plan. However, it is also expected that one of the first tasks to be undertaken by the CCLC will be to review the Construction.

Management Plan and approve it (or otherwise) on behalf of the local community with the Developers Construction Manager explaining the practical application of the plan to the committee including how they will be incentivising their supply chain to adhere to the plan.

Note: No construction is to start, including the preliminary site establishment, until the Construction Management Plan has been approved by the Residents Committee.

When reviewing the Construction Management Plan, the following constraints are expected as standard for all Developments within Davenham Parish:

- All Contractor welfare facilities to be within the site boundary.
- All Contractor parking to be within the site boundary and off the public highway.
- All deliveries to be outside peak traffic and school transport times of between 0730 to 0900 and 1445 to 1600.
- All deliveries to be undertaken using vehicles which can easily enter and egress the site safely including turnaround and offloading safely within the site boundary.
- Delivery holding/lay up areas to be identified to supplier/subcontractors in a safe location outside the village of Davenham (there are lay-bys on the A556) should delivery vehicles enter the area prior to the site opening/delivery hours.
- Site noise and vibration pollution to be minimised and advised to residents prior to the start of construction.

It is expected that the developer will use appropriate commercial pain/gain mechanisms when dealing with their supply chain to ensure compliance with the items identified in the Construction Management Plan.

The Residents Committee are to meet on a minimum of a monthly basis to ensure that the requirements of the Construction Management Plan are being adhered to.

It is further expected that the Residents Committee will review the Health and Safety performance of the Developer including a monthly walk down of the site and a review of the accident book/safety statistics from the Developer. This is to include checking that all reportable incidents and near misses are reported to the HSE as required by law.

It is in all parties' interests that construction happens in a timely manner and the construction hazards are removed from Davenham Parish swiftly. It is also expected that the Residents Committee will review the developers programme to understand the proposed construction sequence and, for the duration between meetings understand, as a minimum, the following:

- The construction hazards expected to impact on residents during that time.
- The level of construction traffic expected.
- Any noise or vibration pollution that can be expected during period.
- Any road or footpath diversions/closures/works which could impact on the local community.

It is for the Developers Construction Manager to explain the hazards and implications of the above to the local community representatives. Should the programme slip it is for the Developer to explain why and keep the community up to date re progress and the impact and changed timing of the construction hazards.

In return for sharing progress and ensuring compliance with the Construction Management Plan, the Residents Committee local community representatives will provide a direct link to the local community through which:

- The Construction Management Plan can be explained and the key elements distributed to explain the mitigation put in place.
- Local concerns and observation can be raised.
- The local community can be informed of any requests or events which will provide short term disruption with an explanation as to why this is required.

In summary, the intent is to provide a forum through which developer and the local community can table the issues which impact both sides. The forum is intended to reflect best practice between developer and the local community by providing a direct communication channel and through which both sides can find pragmatic solutions to the challenges of construction.

However, it will only succeed if both sides respect the wishes and drivers of the other. It is expected that both sides are open and honest and reflect the views of the parties they represent.

Funding and Training

It is anticipated that all reasonable funding is met by the developer, including but not limited to:

- Hire of a meeting room or hall
- Stationary and sundries
- Training
- Personal Protective Equipment (PPE)

It is anticipated that the local community representatives will be volunteers but that they will have unescorted access to the site. It is therefore expected that any site specific training is provided by the developer including for example, the costs of acquiring Construction Skills Certification Scheme (CSCS) cards or equivalent if deemed relevant for site access.

Typical Issues and Proposed Agenda

A suggested agenda for the CCSC meetings is as follows:

- Introductions
- Safety Share
- Review of actions from last meeting
- Overview of Progress since last meeting
- Developers Safety Report and Issues Arising
- Local Community Issues Reported
- Look ahead to Activities in next month
- Hazards anticipated in next month and mitigation
- Supply Chain issues
- Any Other Business

It is anticipated that the Committee will meet as a minimum on a Monthly Basis with the Chair rotating between the developer and local community representatives.

Minutes are expected to be taken and written up by the developer and distributed to the Developer and Wider community, potentially via the Parish Council Website

Finally, should the Residents and Developer fail to agree the action to be undertaken concerning an issue, the issue is to be raised to the relevant statutory body, including CWAC and/or the HSE.

Appendix 5 - Construction Safety Scheme

Introduction

The Construction Safety Scheme is a voluntary scheme designed to provide a mechanism through which the developer, and the supply chain, are incentivised to adhere to the Construction Management Plan submitted by them to ensure safety during construction. The intent is to drive the right behaviours and align the drivers of the developer, their supply chain and local residents into maintaining and promoting safety during construction.

Objective

To provide a tangible mechanism of aligning all parties in promoting safety in construction.

How the Scheme Works

Our construction safety scheme is very simple and it is voluntary. The Developer puts at risk an agreed percentage of the combined sale price of development against which compliance against the Construction Management Plan is monitored by the local community. Proven breaches of the Construction Management Plan lead to the developer making a donation per breach of an agreed amount to charity up to a maximum accumulative amount equal to the percentage sale price put at risk.

In practice it is proposed that the scheme is monitored by the Residents Committee who are responsible for agreeing and monitoring the Construction Management Plan as proposed by the developer. Assuming the developer has agreed to the scheme, the Residents Committee would monitor breaches of the Construction Management Plan through the monthly meetings.

By signing up to the voluntary safety scheme, developers are demonstrating confidence in the ability of their teams and their suppliers to safely deliver construction within Davenham Parish. This attitude, coupled with a desire to work with the local community, is considered proactive and positive.

Suggested values for the total amount put at risk by the developer are 5% of the sale price for a brownfield development and 10% for a greenfield development with a suggested charitable donation of £5k and 10k per breach of the Construction Management Plan. These figures have been chosen based on a profit margin significantly in excess of 10% for a residential development (usually circa 30% by Quantity Surveyor rules of thumb) which ensure that the scheme is not punitive, but ensure that the developer can still ensure a healthy return on their investment.

By suggesting a charitable donation, as opposed to a Section 106 contribution, the scheme ensures that the local community are not being incentivised to penalise a developer. Instead, both sides are being incentivised to ensure safety remains at the heart of construction as it is in the developers interests not to be penalised and, while it is in the residents interest to monitor the developers' behaviours, it is ultimately in their interest for safe development and compliance to be maintained and minimal donations to be made as a result.

A major advantage of this scheme is the ability of the developer to flow this requirement down to their supply chain as would be standard commercial practice for other incentivisation models. Therefore, an incentivisation mechanism exists for the developer to ensure that, for example, the workforce park in the designated areas, make deliveries in the allotted times and use appropriate vehicles.

Furthermore, by signing up to a voluntary scheme the socio-economic and community relations advantages of working with the local community will surely far outweigh any negatives associated with ignoring the scheme and thereby generating distrust in the developer's safety arrangements from the outset.

Developers need to actively opt out of this scheme and a nil response during the application stage is translated as the developer opting into the scheme and putting the standard sale price at risk as identified above. It is not possible for a developer or speculator to withdraw from this scheme post the initial planning application.

Appendix 6 - Landscape Buffers

To promote wildlife and green spaces within proposed building developments in Davenham Parish, all proposals of a size that warrant it and, in any case, all proposals for 25 units or more, should include green public open spaces to a minimum of 20% of the site area to include natural landscape buffers around the site. In particular, landscape buffers should be in place between the proposed and existing buildings. Proposals should be based on the outline below (Fig A6.1) with minimum dimensions to include sufficient room for maintenance access of the landscape buffers. Innovative and flexible solutions that meet to aims and outcomes of the landscape buffers would also be acceptable.

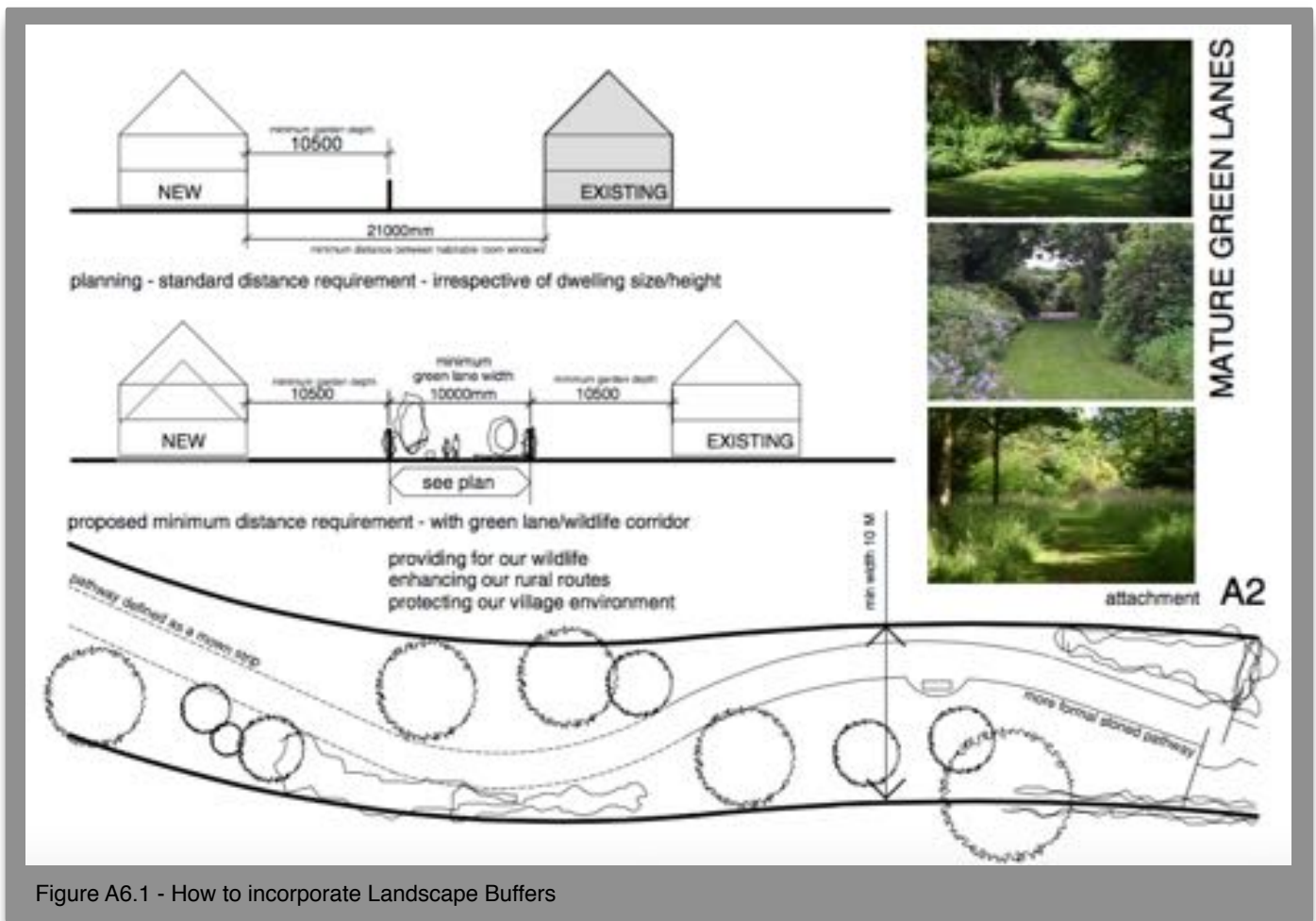


Figure A6.1 - How to incorporate Landscape Buffers

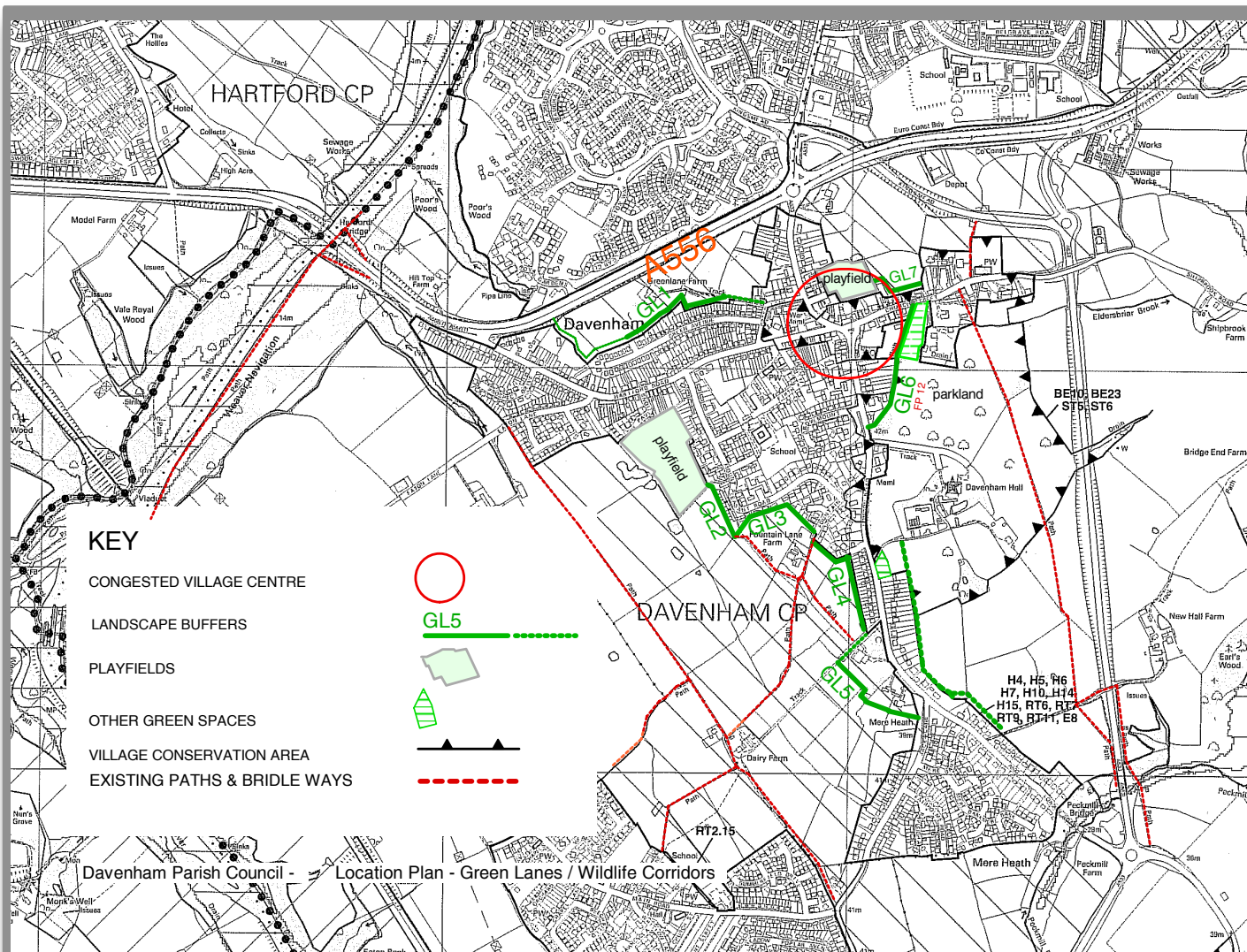


Figure A6.2 - Proposed major Landscape Buffers through Davenham Village

Appendix 7 - References

In developing this Neighbourhood Plan, the following references have been used:

1. National Planning Policy Framework 2010 (NPPF)
2. Cheshire West and Chester Local Plan part 1, 2015, including retained policies
3. Matter 8 report for the Inspection of the Cheshire West and Chester Local Plan, 2015
4. Cheshire West and Chester Strategic Housing Land Availability Assessment (SHLAA), 2014
5. Cheshire West and Chester Strategic Housing Market Assessment (SHMA), 2013
6. Census Findings 2011
7. Rural Community Profile for Davenham (Parish), Action with Communities in Rural England (ACRE) Rural evidence project, December 2013, OCSI Oxford Consultants for Social Inclusion
8. Protecting and Enhancing Davenham's Natural Environment, Cheshire Wildlife Trust, June 2015
9. Cheshire West and Chester Interactive Map - Accessed up to July 2015
10. Vale Royal Borough Local Plan

When identifying the most relevant references to develop this neighbourhood plan, those references which target Davenham and Whatcroft are assumed to take precedence over the more generic documents. For example, in defining the requirements of the village, the more specific Rural Community Profile for Davenham is considered to be more relevant when defining the requirements of the village than the generic census results or Cheshire West and Chester or Northwich region wide SHMA.

Appendix 8 - Glossary

This glossary offers explanations of some terms which may not be familiar to all readers, including some apparently everyday phrases which actually have a very specific meaning in the context of this plan.

Affordable Housing

Affordable Housing is a term used by CWaC and the planning process with the following specific meaning - **Social rented**, **Affordable rented** and **Intermediate housing**, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

- **Social rented** housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.
- **Affordable rented** housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).
- **Intermediate housing** is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of affordable housing, such as 'low cost market housing', may not be considered as affordable housing for planning purposes.

Ancient Woodland

Woodland known to have existed continuously in a location since before 1600.

Assets of Community Value

The Community Right to Bid (Assets of Community Value in legislation) is one of a range of measures introduced in the Localism Act 2011 to make it easier for communities and individuals to get things done and achieve their ambitions for the place where they live. The other Community Rights are the Community Right to Build, Community Right to Challenge and Neighbourhood Planning.

The Community Right to Bid allows local voluntary and community groups and parish councils to nominate publicly and privately owned buildings and land for listing by the local authority as assets of community value. An asset can be listed if its main use furthers (or has recently furthered) the social well-being or cultural, recreational or sporting interests of the local community and is likely to do so in the future. Examples could include community centres, libraries, parks, village shops, markets or pubs.

When a listed asset comes to be sold, a moratorium on the sale of up to six months may be invoked to enable community groups to raise finance, develop a business plan and make a bid to buy the asset on the open market. This will help communities to keep much-loved sites in public use and part of local life.

Basic Conditions Statement

Only a draft neighbourhood plan or that meets each of a set of basic conditions can be put to a referendum and be made. The statement accompanying this plan explains how the proposed Neighbourhood Plan has been prepared in accordance with the Neighbourhood Planning General Regulations 2012 and how the basic conditions of neighbourhood planning and other considerations as prescribed by Paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 have been considered to have been met.

Cheshire West and Chester Local Plan

The Cheshire West and Chester Local Plan was adopted on the 29th January 2015 and forms part of the statutory development plan for the borough. The Local Plan will be developed in two parts - Part One Strategic Policies and Part Two Land Allocations and Detailed Policies.

Community Facilities

Land and buildings used to help meet health, educational and social needs in terms of developing and maintaining the health and well-being of everyone in the community

Community Infrastructure Levy

A charge which accompanies planning consents for built development. The money is pooled to fund countywide infrastructure and local projects.

Community Interest Company (CIC)

A CIC is a type of company introduced by the government in 2005 under the Companies (Audit, Investigations and Community Enterprise) Act 2004, designed for social enterprises that want to use their profits and assets for the public good. CICs are intended to be easy to set up, with all the flexibility and certainty of the company form, but with some special features to ensure they are working for the benefit of the community.

Community Land Trust (CLT)

A non profit corporation that develops and stewards affordable housing, community gardens, civic buildings, commercial spaces and other community assets on behalf of a community. CLTs balance the needs of individuals to access land and maintain security of tenure with a community's need to maintain affordability, economic diversity and local access to essential services.

Community Plan

Community plans are produced through collaboration between local residents and representatives of public, voluntary and private sector organisations and businesses. Community plans seek to influence and inform public bodies, organisations and other service providers about the priorities for people in the plan area.

Community Right to Bid

The Community Right to Bid (Assets of Community Value in legislation) is one of a range of measures introduced in the Localism Act 2011 to make it easier for communities and individuals to get things done and achieve their ambitions for the place where they live. Other community rights are the Community Right to Build, Community Right to Challenge and Neighbourhood Planning.

The Community Right to Bid allows local voluntary and community groups and parish councils to nominate publicly and privately owned buildings and land for listing by the local authority as assets of community value. An asset can be listed if its main use furthers (or has recently furthered) the social well-being or cultural, recreational or sporting interests of the local community and is likely to do so in the future. Examples could include community centres, libraries, parks, village shops, markets or pubs. When a listed asset comes to be sold, a moratorium on the sale of up to six months may be invoked to enable community groups to raise finance, develop a business plan and make a bid to buy the asset on the open market. This will help communities to keep much-loved sites in public use and part of local life.

Community Right to Build

The community right-to-build process is instigated by a 'community organisation' where the community decides to bring forward specific development proposals for the benefit of the community. This might include community facilities and affordable housing.

Conservation Area

An area designated under Section 69 of the Town and Country Planning Act 1990 as being of 'special architectural or historical interest', the character and appearance of which it is desirable to preserve and enhance.

Consultation Statement

A document which:

- contains details of the persons and bodies who were consulted about the proposed neighbourhood development plan
- explains how they were consulted
- summarises the main issues and concerns raised by the persons consulted
- describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood development plan.

Development

In s.55 of the Town and Country Planning Act 1990 development is defined as "the carrying out of building, mining, engineering or other operations in, on, under or over land, and the making of any material change in the use of buildings or other land."

Evidence Base

The evidence upon which a development plan is based, principally the background facts and statistics about an area, and the views of stakeholders.

Green Belt

Green Belt is a defined area of countryside around a town or city which is protected from 'inappropriate' forms of development – as defined in government planning policy on Green Belts. Green Belts aim to stop urban sprawl and the merging of settlements, preserve the character of historic towns and encourage development to take place within existing built-up areas. Quality or appearance of land is not a factor when deciding whether to designate an area as Green Belt.

Highway Authority

Highway authorities are responsible for producing the local transport plan and for managing existing or proposed new local roads in the area. In most places, the local highway authority is part of the county council, the metropolitan council or the unitary authority.

Landscape Buffers

Areas of land between developments to allow separation of development and free access for wildlife as defined in Appendix 6 of this Neighbourhood Plan.

Listed Buildings

Any building or structure which is included in the statutory list of buildings of special architectural or historic interest.

Localism Act 2011

The Localism Act 2011 includes five key measures that underpin the government's approach to decentralisation.

- Community rights
- Neighbourhood planning
- Housing
- General power of competence
- Empowering cities and other local areas

Local Green Space

An area of Green Space within a local community which is special as defined by the local community via the National Planning Policy Framework.

Local Planning Authority

A local planning authority is the local authority or council that is empowered by law to exercise statutory town planning functions for a particular area of the United Kingdom.

Local Service Centres

The Cheshire West and Chester Local Plan (Part One) sets out strategic planning policies for the borough, for the period 2010-2030. The strategy of the Local Plan is to direct most new development to the four main urban areas of the borough and then identified key service centres, which represent the most sustainable rural locations. In the remainder of the rural area there are many smaller settlements, many of them washed over by Green Belt, which have a lower level of services and access to public transport but could acceptably accommodate some small-scale development. These settlements will act as 'local service centres' and will be identified through the Local Plan (Part Two) Land Allocations and Detailed Policies Plan.

National Planning Policy Framework (NPPF)

The NPPF sets out the planning policies for England and how they are expected to be applied. This was a key part of the reforms to make the planning system less complex and more accessible, and to promote sustainable growth. It provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.

Neighbourhood Area

A neighbourhood area has to be formally designated for a neighbourhood plan or order to be produced. For Davenham and Whatcroft this includes the combined parish prior to the boundary changes of 2015.

Neighbourhood Forum

An organisation established for the purpose of neighbourhood planning to further the social, economic and environmental wellbeing of the neighbourhood area. There can only be one forum in an area.

Neighbourhood Plan

A type of plan introduced by the Localism Act to be created by a parish or town council or a neighbourhood forum, which sets out a vision for the neighbourhood area, and contains policies for the development and use of land in the area. Neighbourhood plans must be subjected to an independent examination to confirm that they meet legal requirements, and then to a local referendum. If approved by a majority vote of the local community, the neighbourhood plan will then form part of the statutory development plan.

Policy

A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain planning permission.

Parking Standards

The requirements of a local authority in respect of the level of car parking provided for different kinds of development.

Planning Permission

Formal approval which needs to be obtained from a local planning authority to allow a proposed development to proceed. Permission may be applied for in principle through outline planning applications, or in detail through full planning applications.

Qualifying Body

This can be a parish council, organisation or body designated as a neighbourhood forum, authorised to act in relation to a neighbourhood area for the purposes of a neighbourhood plan.

Referendum

A vote by the eligible population of an electoral area may decide on a matter of public policy. Neighbourhood plans and neighbourhood development orders are 'made' following a referendum of the eligible voters within a neighbourhood area voting in favour of the order or plan.

Regulation 14

Before submitting a plan proposal to the local planning authority, a qualifying body must publicise, in a manner that is likely to bring it to the attention of people who live, work or carry on business in the neighbourhood area:

- details of the proposals for a neighbourhood development plan
- details of where and when the proposals for a neighbourhood development plan may be inspected
- details of how to make representations
- the date by which those representations must be received, being not less than 6 weeks from the date on which the draft proposal is first publicised.

The qualifying body must consult with organisations or people whose interests the qualifying body considers may be affected by the proposals for a neighbourhood development plan and must send a copy of the proposals for a neighbourhood plan to the local planning authority.

Regulation 15

Where a qualifying body submits a plan proposal to the local planning authority, it must include:

- a map or statement which identifies the area to which the proposed neighbourhood development plan relates
- a consultation statement
- the proposed neighbourhood development plan
- a statement explaining how the proposed neighbourhood development plan meets the requirements of paragraph 8 of Schedule 4B to the 1990 Act.

Retained Policy

Retained policies are specific to the Cheshire West and Chester Local Plan and refer to specific policies from former plan making bodies, e.g. Vale Royal Borough Council, which have been retained and endorsed and form a part of the ratified CWAC Local Plan part 1.

Section 106 Agreement

A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

Shared Equity Housing

Shared equity is where more than one party has an interest in the value of the home e.g. an equity loan arrangement or a shared ownership lease.

Stakeholders

People who have an interest in an organisation or process including residents, business owners and government.

Statutory Consultees

Statutory consultees for the purposes of neighbourhood planning are defined within the Neighbourhood Planning (General) Regulations. Sustainability Appraisal an appraisal of the impacts of policies and proposals on economic, social and environmental issues. This can also be a useful tool to assist selection of suitable sites for development.

Tree Preservation Order (TPO)

An order made by a local planning authority to protect a specific tree, a group of trees or woodland. TPOs prevent the felling, lopping, topping, uprooting or other deliberate damage of trees without the permission of the local planning authority.

Very special circumstances

The National Planning Policy Framework (NPPF) says "Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in *very special circumstances*. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period."

Case law has established that the guidance in the NPPF is unchanged in relation to very special circumstances. As such, whether a factor constitutes a very special circumstance is a matter for the decision maker in the exercise of his judgement in any particular case. (Taken from <http://www.landmarkchambers.co.uk/nppf9> R (Khan) v LB Sutton [2014] EWHC 3663)