

Cheshire West & Chester Council

Local Plan **Conversation** 2021



Feedback Report 2022



Cheshire West
and Chester

Local Plan Conversation 2021 Feedback Report 2022

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1.1 'Local Plan Conversation 2021' is Cheshire West and Chester Council's engagement exercise on whether the Council should update its Local Plan. This report identifies the key messages received from the engagement and sets out a full summary of all of the comments that were received.

1.2 The Local Plan is one of the Council's most important documents as it sets out how the area should be developed in the future. The current Local Plan runs to 2030 and identifies, amongst other things, how many new homes are needed and where they should be built but also what new buildings should look like and where land and trees should be protected from development.

1.3 Our Local Plan is kept under regular review to determine whether a new plan is needed or if some policies need to change to reflect changing circumstances and new priorities such as the climate emergency, poverty and health.

1.4 'Local Plan Conversation 2021' asked for views to help the Council decide whether to change the plan, and centred on six themes that may be important in considering how to plan Cheshire West in the future: Climate, Jobs, Homes, Health, Travel and Environment.

1.5 The engagement was open to all and ran for 12 weeks from 23 June to 15 September 2021. It followed a 'digital first' approach using the Council's engagement website '[Participate Now](#)' and '[Objective](#)'. A range of methods were used, including:

Online engagement	A dedicated digital engagement portal – 'Participate Now', with a range of activities including ideas boards, quick polls, interactive maps and surveys with text and a video explaining the key challenges. In addition, the Council's 'Objective' system, which allowed people to read and comment on existing Local Plan policies and submit land and site suggestions for development was also used as part of the engagement.
Social media	A range of channels including Facebook and Twitter

1.6 Further details of the engagement methods used and the communications plan that raised awareness of how to get involved are outlined in section 13 'Engagement methods and responses'

1.7 In all, there were 252 ideas were posted on the online ideas boards by 85 individuals, and 267 comments were received via survey responses and emails from 128 contributors. A further 203 comments were made in relation to the current Local Plan (Part One) and (Part Two) policies from 53 respondents. There were 95 suggestions of land for Growth/Renewal or Protection from 35 contributors, along with 163 development site proposals from 115 different respondents.

Overall key messages

1. There was some support for a review /update of the Local Plan, principally to focus on updating the housing requirement and the spatial strategy, however there were contradictory views on the need to strengthen the protection of the countryside as opposed to the need to review the green belt to identify additional land to meet housing needs.
2. Active travel should be supported both through planning and through highways engineering decisions and design, to provide additional and improve existing walking and cycling infrastructure. The importance of walkable access to local services and facilities and to frequent, reliable and cheap public transport was emphasised.
3. Development should be directed to the most sustainable locations that reduce the need to drive, accessible by public transport and near to jobs, services and facilities, although this may mean building more homes and providing additional services in smaller settlements, or outside of (and adjacent) to existing settlements in the countryside and green belt.
4. There was support for the securing of higher proportions of affordable housing in new developments and providing council housing through renewal of existing stock, including smaller and bungalow house types.
5. The Housing Market Assessment information should be up to date, and policies should clarify and support the mix, type and scale of specialist and extra-care housing schemes needed.
6. There was strong support for the implementation of higher standards of new building, extensions and conversions to ensure more energy efficient design and materials (PassiveHouse standard in the case of new homes) with mandatory solar PV renewable energy generation and more EV charging points.
7. The re-use of and retrofit of existing buildings should be prioritised, including the conversion of empty shops and offices for new residential uses in town centres.
8. New retail uses should be directed to local and suburban centres, especially those with walkable catchments to encourage small independent shops.
9. Existing employment allocations should be reviewed and the need for distribution, logistics, small/start-up companies and the low-carbon 'green economy', hydrogen and renewable energy sectors carefully assessed, and aligned with ambitions to create a net zero cluster in Ellesmere Port and the Cheshire Science Corridor.
10. A new housing requirement of at least 1,200 dwellings per annum (dpa), and possibly as high as 2,000 dpa if the economic objectives of the LEP are to be achieved, will be needed.
11. New housing should be of good design and be flexible and adaptable to meet the needs of an ageing population. The Local Plan should develop local design guides and coordinating codes based on the National Model Design Guide and Design Code.
12. It will be important to protect and enhance existing green and wildlife spaces as well as providing access to both private and public outdoor green space in new developments and delivering at least 10% biodiversity net gain.
13. Trees should be included in all new developments and where possible protections for existing trees and hedgerows should be extended.
14. The Local Plan should include positive policies and allocate land for low-carbon and renewable energy developments and allow for solar farms.



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Local Plan **Conversation** 2021

Climate



Climate – What could the Local Plan do to address climate change?

3.1 Climate change poses a challenge to how we live and action is needed. While government and international bodies take the lead, we can make a big difference locally. Cheshire West emits 4 million tonnes of CO2 each year, mostly from industry, buildings and road transport, and we are the 4th highest Council area in the country for carbon emissions. The Council declared a climate emergency in May 2019, and our ambition is for Cheshire West and Chester to become carbon neutral by 2045 or earlier. The engagement asked what the Local Plan could do to meet the key challenges of reducing our climate impacts, and preparing us for the changing climate in the future.

Key messages for the climate change theme

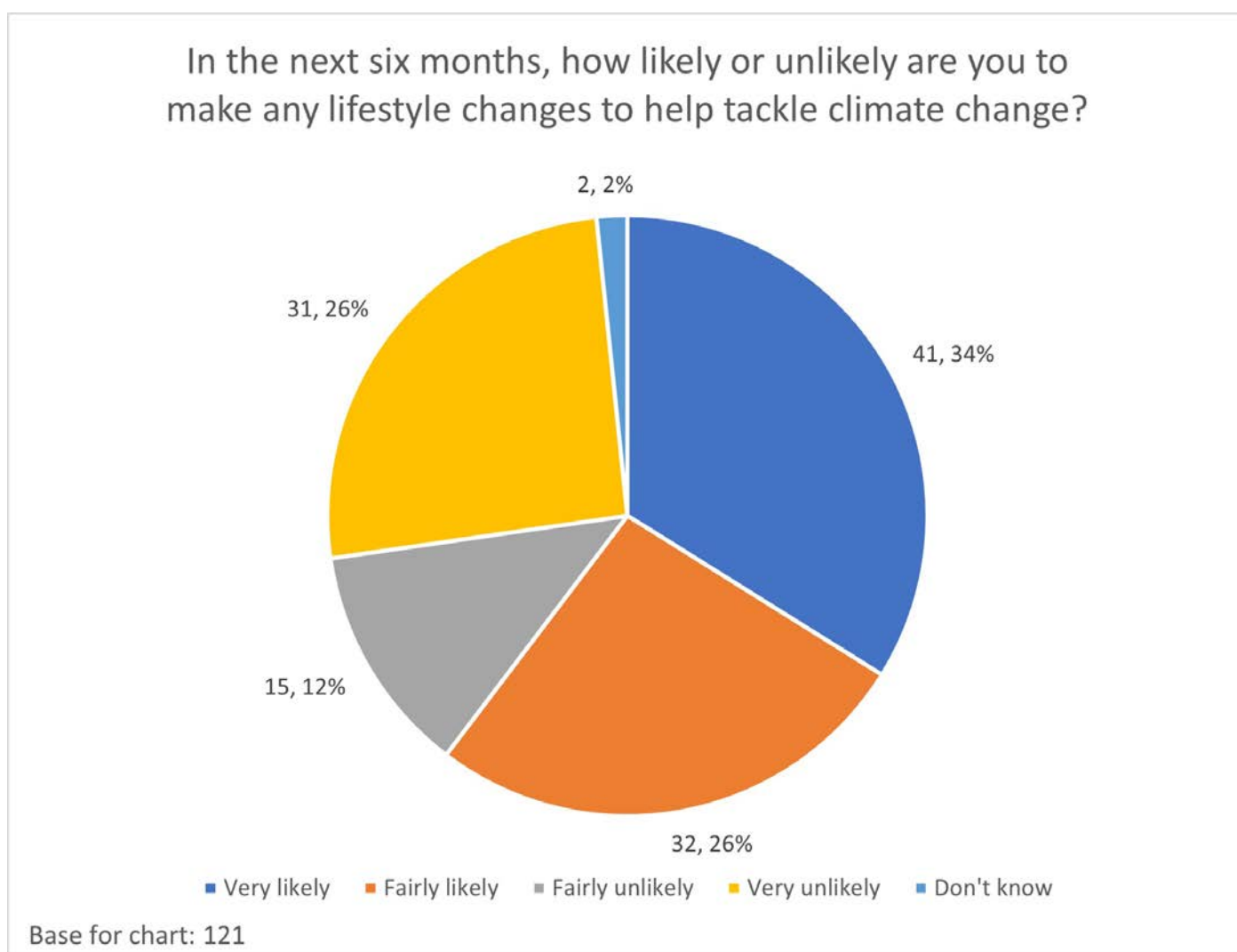
Support active travel through planning and highways engineering decisions/design to provide more joined up pedestrian and cycle paths.

Direct development to sustainable locations which reduce the need to drive, which may mean building more homes and providing additional services in smaller settlements.

Require higher standard of energy efficient design and materials in all new buildings, (PassiveHouse in the case of new homes) and include solar PV renewable energy generation.

Prioritise the re-use and retrofit of existing buildings and provide more EV charging points, sustainable transport, permeable surfaces, trees and hedgerows and avoid flood risk.

3.2 Those using the 'Participate Now' tool or engaging via social media were given the opportunity to take part in an online quick poll. The chart on the next page shows that 60% of respondents were fairly or very likely to make any lifestyle changes to help tackle climate change in the next six months.



3.3 In answer to the question 'In the next six months, how likely or unlikely are you to make any lifestyle changes to help tackle climate change?' 34% of contributors responded 'Very likely', 26% responded 'Fairly likely', 12% responded 'Fairly unlikely', 26% responded 'Very unlikely', and 32% responded 'Don't know'.

3.4 Participants responded to the theme's engagement question by either posting an idea on an online ideas board (59 ideas), submitting a survey (23 comments) or by sending an email (22 comments). In total, 104 comments were received and have been summarised below (a full summary of all the comments is available in the 'Climate' section of Appendix A):

- Design and prioritise roads and housing for walking and cycling.
- Support active travel through planning and highways engineering decisions and provide more safe and joined-up pedestrian and cycle paths linking to schools and for commuting.
- Require a higher standard of all new buildings that are more energy and water efficient, low/zero carbon, better insulated to the PassiveHouse standard, with south facing roofs, solar PV, heat pumps and mechanical ventilation and heat recovery.

- Prioritise re-use and retrofit of existing buildings.
- Include EV charging points in all new developments and provide more publicly available charging points.
- Increase tree planting, protection and replacement of trees and hedgerows in new development.
- Do not build in flood risk areas and use permeable surfaces in new housing developments.
- Ensure new developments provide and enhance sustainable transport.
- Direct development to sustainable locations which reduce the need to drive, which may mean building more homes in smaller settlements and in key services centres and providing additional services in smaller settlements.



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Local Plan **Conversation** 2021

Jobs



Jobs - What could the Local Plan do to support an inclusive economy, green jobs and our town centres?

4.1 Supporting businesses and ensuring job opportunities is important. There are opportunities to develop a new 'green economy' with the potential for more than 33,000 new jobs to be created in the low-carbon and renewable energy sectors in Cheshire. The Covid pandemic has changed working and leisure patterns which has had an impact on town centres. Changes to the planning system have also made it easier to convert offices to homes in town centres and business parks. The engagement asked what the Local Plan could do to meet the key challenges of supporting the economy, green jobs and our town centres in the future.

Key messages for the jobs theme

Refurbish empty buildings for business use and convert empty shops and offices to residential and direct retail uses to local and suburban centres with walkable catchments and encourage small independent shops.

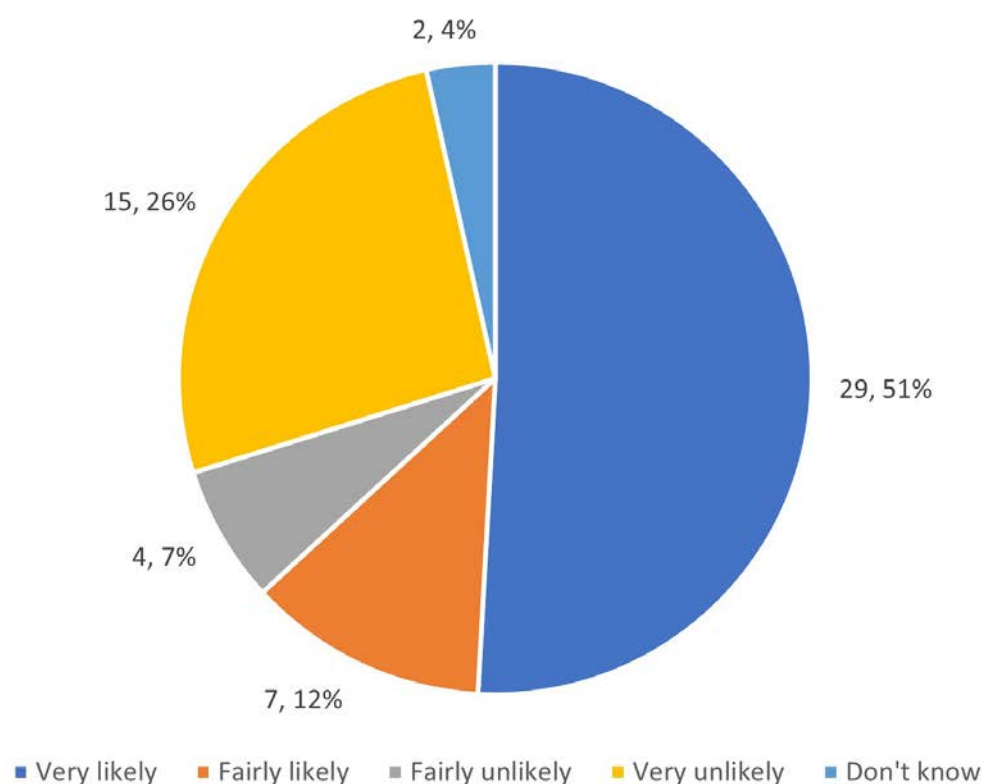
Review existing employment allocations, and update the Employment Land Availability Assessment, including the need for distribution and logistics, small/start-up companies and falling demand for physical floorspace.

Develop a new 'green economy' in the low-carbon, hydrogen and renewable energy sectors and focus in and around Ellesmere Port.

Set an ambitious housing requirement to deliver economic growth.

4.2 Those using the 'Participate Now' tool or engaging via social media were given the opportunity to take part in an online quick poll. The chart on the next page shows that 63% of respondents were fairly or very likely to travel to work less and work from home more often in the future.

How likely or unlikely is it that you will travel to work less and work from home more often in the future?



4.3 In answer to the question 'How likely or unlikely is it that you will travel to work less and work from home more often in the future'? 51% of contributors responded 'Very likely', 12% responded 'Fairly likely', 7% responded 'Fairly unlikely', 26% responded 'Very unlikely', and 4% responded 'Don't know'.

4.4 Participants responded to the theme's engagement question by either posting an idea on an online ideas board (10 ideas), submitting a survey (10 comments) or by sending an email (15 comments). In total, 35 comments were received and have been summarised below (a full summary of all the comments is available in the 'Jobs' section of Appendix A):

- Support active travel infrastructure and facilities and provide information and help on energy reduction through planning.
- Refurbish empty buildings for business use and convert empty shops and offices to residential.
- Restrict retail outside of the town centres, steering new developments to local and suburban centres with walkable catchments, encouraging small, independent shops.
- Provide a policy to sustain, protect and enhance local service centre facilities.
- Develop a new 'green economy' in the low-carbon, hydrogen and renewable energy sectors and focus on the Science Park corridor, and land surrounding Protos.

- Consider local office hubs for small/start-up companies, potentially adjacent to Park and Ride sites.
- Review existing employment allocations, produce an updated Employment Land Availability Assessment, including the need for distribution and logistics and reducing demand for physical floorspace.
- Set an ambitious housing requirement to achieve the planned economic activity and growth in the Strategic Economic Plan.



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Homes



Homes - What could the Local Plan do to provide housing that meets the needs of local communities?

5.1 Housing is one of the most important issues in planning. Our population is changing and growing, and more people will be living longer and living alone in the future. The Local Plan defines how many new homes we should be planning for, including what types and where they should be built. Affordability is an issue for many people, especially young people and those on lower incomes, and the Covid pandemic has led to increasing working from home and other changing lifestyle demands. Ultimately, we want new homes that meet the needs of all parts of the community, that are well designed, affordable, and in the right places. The engagement asked what the Local Plan could do to meet the key challenges of providing housing that meets the needs of local communities in the future.

Key messages for the homes theme

Support for higher proportions of affordable housing in new developments and provision of council housing through renewal of existing stock.

A housing requirement, much greater than the standard method, of at least 1,200 dwelling per annum (dpa) is needed, potentially as high as 2,000 dpa to realise the Local Enterprise Partnership Strategic Economic Plan aspirations.

Review the Local Plan to focus new housing in sustainable locations accessible by public transport and near to jobs, services and facilities, including a range of sites in the countryside, adjacent to existing settlements.

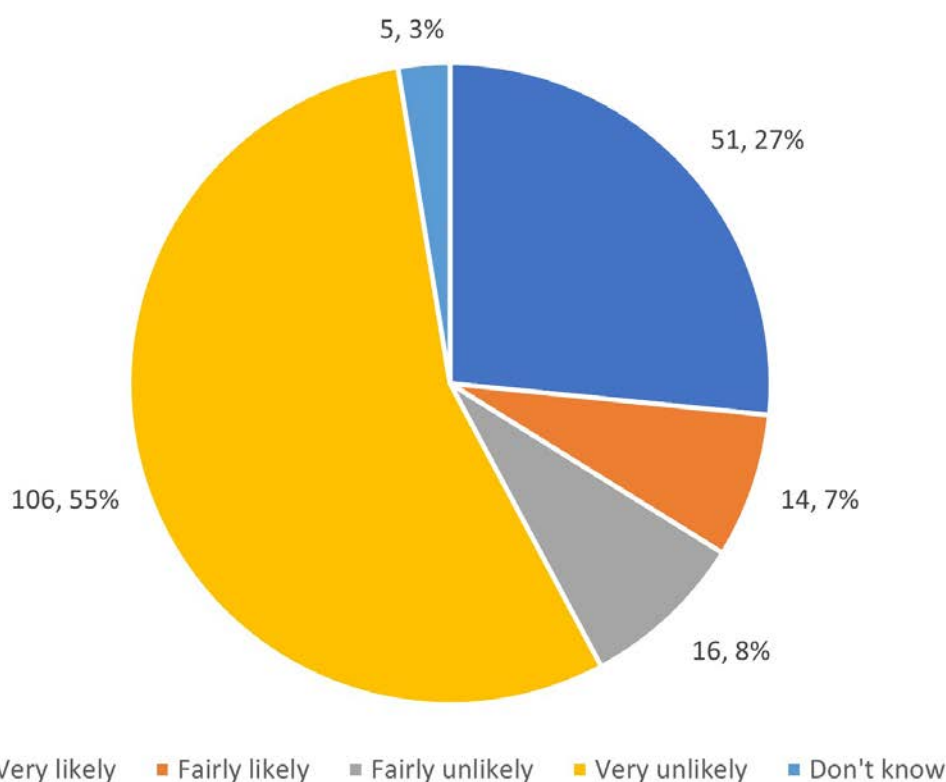
New housing, extensions and conversions to be low carbon and energy efficient include, solar PV, high levels of insulation, EV charging, workspaces and drainage infrastructure, and be of good design and be flexible and adaptable for an ageing population.

Prioritise the reuse and retrofit of existing buildings, followed by development on brownfield land.

Contradictory views on the protection of the countryside and green belt and the need to review the green belt to meet housing needs.

5.2 Those using the 'Participate Now' tool or engaging via social media were given the opportunity to take part in an online quick poll. The chart on the next page shows that 63% of respondents were fairly or very unlikely to support new homes being built in their local area.

How likely is it that you would support new homes being built in your local area?



Base for chart: 192

5.3 In answer to the question 'How likely is it that you would support new homes being built in your local area'? 27% of contributors responded 'Very likely', 7% responded 'Fairly likely', 8% responded 'Fairly unlikely', 55% responded 'Very unlikely', and 3% responded 'Don't know'.

5.4 Participants responded to the theme's engagement question by either posting an idea on an online ideas board (59 ideas), submitting a survey (33 comments) or by sending an email (26 comments). In total, 118 comments were received and have been summarised below (a full summary of all the comments is available in the 'Homes' section of Appendix A):

- Ensure all new development is sustainably located near public transport and considers the capacity of current and future local services and infrastructure to meet needs from new housing.
- Strong support on the provision of affordable and council housing through the rejuvenation of existing housing stock and ensuring higher proportions of housing in new developments is affordable.
- Increase housing within or close to town centres and reuse empty retail/commercial space for housing.
- Prioritise reusing existing buildings, followed by development on brownfield land and only as a last resort develop on greenfield land.

- All new build housing, extensions and conversions to be built to low-carbon or net zero standards in terms of materials, energy and embodied carbon – and include workspaces, solar panels, heat pumps, high levels of insulation, EV charging points.
- Retrofit existing buildings where possible.
- New housing should be of good design and flexible and adaptable for an ageing population, with the plan specifying space standards, densities, and house types.
- New houses must not be built on flood plains and should include drainage infrastructure designed to withstand more extreme weather events.
- Maintain the adopted housing requirement of 1,100 dwellings per annum (dpa), as a minimum starting point, but past delivery, economic objectives, population estimates/projections indicate a housing requirement greater than the standard method of at least 1,200 dpa is needed, with a much higher figure approaching 1,900-2,000 dpa to deliver Local Enterprise Partnership (LEP)/Strategic Economic Plan (SEP) aspirations.
- Meet needs for single/ young couples, first time buyers, older and disabled people, first homes, self and custom build, extra-care and specialist housing.
- Strong support for reviewing the Local Plan and extending the plan period up to 2045, with a strategy that focuses development in accessible locations close to jobs, town centres, in rural settlements with services and facilities and on the edge of larger settlements to provide Sustainable Urban Extensions (SUEs). Updated evidence and Strategic Housing Land Availability Assessment (SHLAA) is required.
- Provide a range of sites to meet a range of housing needs, including adjacent to rural settlements and in the countryside.
- Protect the countryside and do not build on green belt land.
- Review the green belt to meet housing needs.



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Health



Health - What could the Local Plan do to enhance health and well-being?

6.1 We know that well designed places improve the quality of life. Outdoor space is central to our health and well-being, and the Covid pandemic has highlighted the importance of access to green spaces and changed how we value these areas close to where we live. Low levels of pollution and noise are also important. Being part of a community with easy access to jobs, schools, shops and services, and social interaction is also essential for maintaining health, well-being and social inclusion. The engagement asked what the Local Plan could do to meet the key challenges of enhancing health and well-being in the future.

Key messages for the health theme

Encourage physical activity and active travel by locating development to encourage walking and cycling, and providing and expanding safe walking and cycling routes and infrastructure.

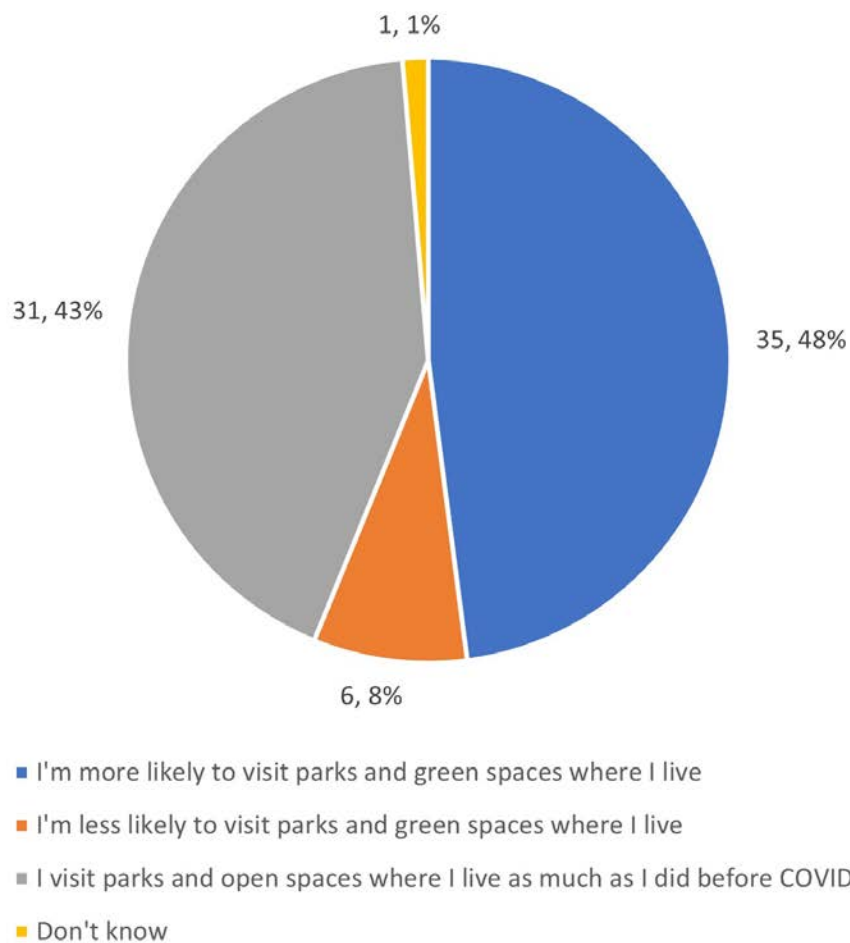
Protect and enhance current green and wildlife spaces and provide access to outdoor private/shared and public green space in new developments, allocate areas of countryside to link them, include trees in all redevelopment schemes and extend current tree protection.

Support and provide for specialist care housing schemes and larger accessible and adaptable homes to meet needs of an ageing population.

Improve liaison with NHS and secure S106 funding where there is insufficient health infrastructure.

6.2 Those using the 'Participate Now' tool or engaging via social media were given the opportunity to take part in an online quick poll. The chart on the next page shows that 48% of respondents were more likely to visit outdoor parks and green spaces close to where you live, whereas 43% would visit parks and open spaces as much as they did before the Covid pandemic.

Since the Covid pandemic, are you more or less likely to visit outdoor parks and green spaces close to where you live?



6.3 In answer to the question 'Since the Covid pandemic, are you more or less likely to visit outdoor parks and green spaces close to where you live'? 48% of contributors responded more likely, 8% responded less likely, 43% responded no difference, and 1% responded 'Don't know'.

6.4 Participants responded to the theme's engagement question by either posting an idea on an online ideas board (32 ideas), submitting a survey (18 comments) or by sending an email (11 comments). In total, 61 comments were received and have been summarised below (a full summary of all the comments is available in the 'Health' section of Appendix A):

- Encourage physical activity and active travel by locating development to encourage walking and cycling, and providing and expanding safe walking and cycling routes and infrastructure.
- Enforce/ prevent illegal e-scooter and cycle use on pavements and in pedestrianised zones.

- Protect and enhance current green and wildlife spaces and provide access to outdoor private/ shared and public green space in new developments, allocate areas of countryside to link them, include trees in all redevelopment schemes and extend current tree protection.
- Ensure housing developments provide/have access to sport and recreation facilities and support new bike/scooter/skate pump tracks.
- Support and provide for specialist care housing schemes and larger accessible and adaptable homes to meet needs of an ageing population.
- Improve liaison with NHS and only allow development where there is adequate provision of GP services and secure necessary S106 funding.
- Provide modern good quality housing, maintaining delivery at recent levels recognising that larger housing schemes can deliver social and physical infrastructure.



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Travel



Travel - What could the Local Plan do to promote sustainable transport?

7.1 Providing reliable and efficient transport networks is fundamental to supporting economic growth, improving access to jobs and key services, enhancing the local environment and improving quality of life. Road transport makes up 19% of Cheshire West's CO2 emissions each year. We want Cheshire West to become carbon neutral by 2045 or earlier. Reducing the number of trips that we make, while supporting more sustainable transport and breaking the cycle of car dependence, will be important for tackling the climate emergency. The engagement asked what the Local Plan could do to meet the key challenges of promoting sustainable travel in the future.

Key messages for the travel theme

Provide more and improve dedicated walking and cycling infrastructure, cycle lanes and paths.

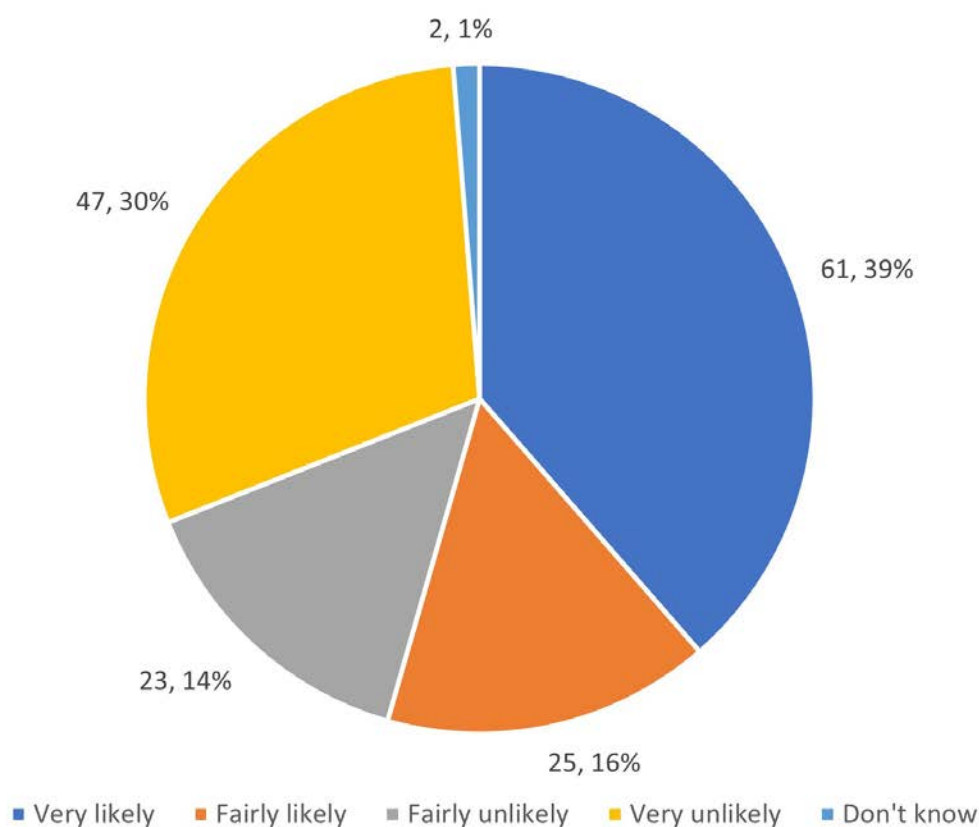
Require walkable neighbourhoods and commit to the concept of 20 min neighbourhoods.

Review Local plan to reduce need to drive by locating development near to employment, services, facilities and public transport nodes (and within 400m of bus stops).

Provide and improve frequent and affordable bus and rail services, especially those that serve rural communities including the reopening of rural train stations.

7.2 Those using the 'Participate Now' tool or engaging via social media were given the opportunity to take part in an online quick poll. The chart on the next page shows that 44% of respondents were fairly or very unlikely, but 45% were fairly or very likely to walk, cycle or use public transport instead of the car where possible.

How likely or unlikely would you be to walk, cycle or use public transport instead of the car where possible?



7.3 In answer to the question 'How likely or unlikely would you be to walk, cycle or use public transport instead of the car where possible'? 39% of contributors responded 'Very likely', 16% responded 'Fairly likely', 14% responded 'Fairly unlikely', 30% responded 'Very unlikely', and 1% responded 'Don't know'.

7.4 Participants responded to the theme's engagement question by either posting an idea on an online ideas board (43 ideas), submitting a survey (29 comments) or by sending an email (18 comments). In total, 90 comments were received and have been summarised below (a full summary of all the comments is available in the 'Travel' section of Appendix A):

- Provide more and improve dedicated walking and cycling infrastructure, cycle lanes and paths.
- Follow a hierarchy that puts pedestrians first and require walkable neighbourhoods and commit to concept of 20 min neighbourhoods.
- Expand the Local Cycling and Walking Infrastructure Plan.
- Enforce laws and avoid conflict between pedestrians, e-scooters and cycles.
- Review Local Plan to reduce need to drive by locating development near to employment, services, facilities and public transport.

- Locate housing developments close to public transport nodes (and within 400m of bus stops).
- Provide and improve frequent and affordable bus services, that also serve rural communities, and link to train stations.
- Provide reliable and affordable rail services, reopen rural train stations and provide better cycle links and car parking.
- Put a greater onus on public transport, especially to rural villages, through planning to limit car use.



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Local Plan **Conversation** 2021

Environment



Environment - What could the Local Plan do to protect and enhance the natural and built environment?

8.1 Our fantastic environment makes Cheshire West a special place to live in and visit. Less than 20% of Cheshire West is built up and our highly valued landscapes, protected species and habitats, and network of green spaces are sensitive to the impacts of development. Tree planting makes places more attractive and helps to mitigate the rate of climate change through absorbing CO₂. With around 2,500 listed buildings and 97 conservation areas, our historic buildings and places contribute towards the character and distinctiveness of the area. Protecting the landscapes and townscapes that make Cheshire West special and creating well-designed buildings that adapt to climate change is important. The engagement asked what the Local Plan could do to meet the key challenges of protecting and enhancing the natural and built environment in the future.

Key messages for the environment theme

Require 10% biodiversity net gain and develop the ecological network, wildlife corridors, buffers and habitats.

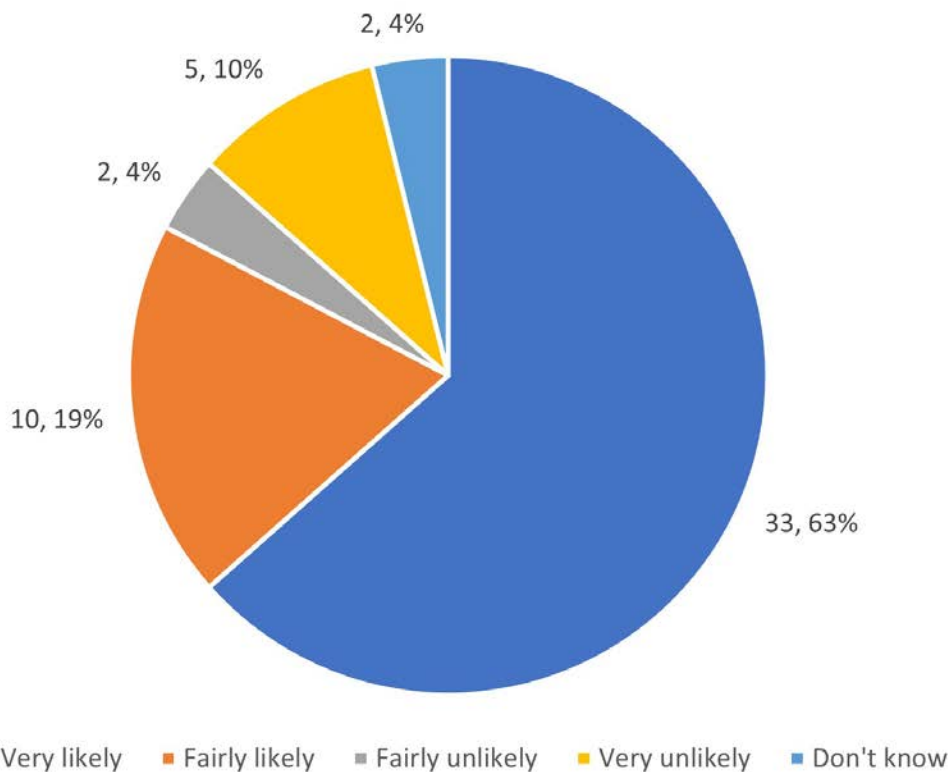
Require green spaces, green/brown roofs, PassiveHouse, zero-carbon, and include trees in all new development schemes and increase protection for existing trees and hedgerows.

Increase the emphasis on design and respect for local heritage in planning decisions, including local design panels and specific training for officers.

Plan positively and allocate land for low carbon and renewable energy development.

8.2 Those using the 'Participate Now' tool or engaging via social media were given the opportunity to take part in an online quick poll. The chart on the next page shows that 82% of respondents were fairly or very likely to share their ideas on the design of new development in their area.

How likely or unlikely would you be to share your ideas on the design of new development in your area?



8.3 In answer to the question 'How likely or unlikely would you be to share your ideas on the design of new development in your area'? 63% of contributors responded 'Very likely', 19% responded 'Fairly likely', 4% responded 'Fairly unlikely', 10% responded 'Very unlikely', and 4% responded 'Don't know'.

8.4 Participants responded to the theme's engagement question by either posting an idea on an online ideas board (49 ideas), submitting a survey (16 comments) or by sending an email (13 comments). In total, 78 comments were received and have been summarised below (a full summary of all the comments is available in the 'Environment' section of Appendix A):

- Support and create new cycling/walking routes and encourage residents to use them.
- Include trees in all development schemes, extend TPO protection and prevent removal of hedges and trees.
- Apply more emphasis on design and respect local heritage within planning decisions.
- Local design panels to advise on larger developments and ensure planners with specific design training to deal with applications in conservation areas and the green belt.
- Provide positive policy and allocate land for low carbon and renewable technologies.
- All new buildings should be PassiveHouse and upgrade existing buildings to be zero-carbon.

- Enforce 10% biodiversity net gain and develop the borough's ecological network with wildlife corridors, buffers and habitats while considering light pollution and flood management.
- Require information on biodiversity net gain, including how mitigation areas will be managed, to be submitted as part of the planning validation checklist, and prepare a Local Nature Recovery Strategy (LNRS).
- Require private and shared green spaces, and green/brown roofs in all development schemes.
- Consult local people in the early stages of planning and produce masterplan-led neighbourhoods.
- Each market town should have its own vision statement in the Local Plan.



Cheshire West & Chester Council

Local Plan **Conversation** 2021Any other issues
or comments?

Is there anything else you want to tell us?

9.1 The engagement primarily asked for thoughts and ideas focused around the six themes of: Climate, Jobs, Homes, Health, Travel and the Environment. However, it was recognised that these may not reflect all participants' priorities. Therefore, the engagement asked if there were other issues and ideas that they would like to share relating to the Local Plan and planning policy.

Key messages for other issues and ideas

Contradictory views on whether a Local Plan update is or is not required.

Recognise economic benefits of new housing development and increase the housing requirement, directing development to Key Service Centres, including a review of the green belt.

Build more affordable homes and council houses, including smaller and bungalow house types.

Identify land/sites for onshore wind electricity production.

Support the development of agricultural businesses and recognise the importance of the rural areas.

Strengthen policies to protect land in the green belt and countryside from development, protect conservation areas, green spaces, wildlife sites, local services and infrastructure.

New development should meet the highest environmental standards as possible in terms of carbon, energy conservation, generation, and materials.

Properly resource the planning department alongside a strengthened approach to the consideration of design (including developing local design guides and codes), capacity of infrastructure and use of S106 funding, in making planning decisions.

9.2 Participants responded to this question by either submitting a survey (13 comments) or by sending an email (20 comments). In total, 33 comments were received and have been summarised below (a full summary of all the comments received is available in Appendix B 'Other issues or comments - summary of responses'):

- A Local Plan review is required to respond to the Covid pandemic and climate change.
- There is no reason to update the Local Plan.
- Recognise economic benefits of new housing development and increase the housing requirement.

- Distribute more homes to Key Service Centres to meet demand and amount of people working from home.
- Build more affordable homes and council houses, including smaller and bungalow house types.
- Identify land/site for onshore wind electricity production.
- Support the development of agricultural businesses and recognise the importance of the rural areas.
- Review of the green belt and allocate land for development.
- Strengthen policies to protect land in the green belt and countryside from development.
- Restrict development in conservation areas and on green spaces and wildlife sites.
- Consider recreational disturbance of Mersey Estuary European designated site and consider joining the Liverpool City Region visitor management strategy.
- Protect and maintain local services, facilities and infrastructure.
- Require developers to meet the highest environmental standards to be as carbon-neutral as possible (energy conservation, generation, materials and broadband).
- Planning applications in the green belt should provide a carbon account to prove environmental acceptability.
- Strengthen approach and consideration of design in evaluating planning applications.
- Consider development proposals in context of an Infrastructure Plan.
- Consult local communities and parish council in use of s106 money.
- Properly resource the planning department, especially the enforcement function.



Cheshire West & Chester Council

Local Plan **Conversation** 2021

Policies



Current Local Plan policies

10.1 The Local Plan is one of the Council's most important documents as it sets out a vision and framework for future development of the area. The Plan is the basis for deciding the 3,000 planning applications the Council receives every year and provides the framework for the preparation neighbourhood plans that some of our residents have chosen to bring forward. The Local Plan sets out where new homes and jobs should go and what supporting infrastructure such as schools and open space is required. It guides the development of a whole range of different things from warehousing to care homes and wind turbines to quarries but also to protect our highly valued environment. The Council keeps the Local Plan under regular review to determine whether a new Plan is needed or if some policies need to change to reflect changing priorities. The engagement asked for views on how and if the policies of the current Local Plan should be changed to reflect the changing priorities for the borough.

Key messages for Local Plan (Part One) Strategic Policies

The Local Plan should be reviewed/ updated to provide more housing to meet local and national needs and deliver economic aspirations.

The focus for development should be the largest settlements in sustainable locations with the best access to transport, services and infrastructure. However, this may be on the edge of existing settlements located in the countryside and green belt.

The rural hinterland and network of smaller settlements should also be considered as suitable areas for growth where are served by local facilities.

The housing requirement should be uplifted to at least 1,200 dwellings per annum (dpa), but in the meantime the current requirement of 1,100 dpa should be used for calculating the 5-year supply.

Specific policies to address climate change are key, including resilience, adapting and reusing existing buildings, reducing the carbon footprint of construction, prioritising active travel and strengthening biodiversity net-gain requirements.

Develop local design codes and coordinating codes based on the National Model Design Guide and Design Code.

Generally, the current settlement hierarchy and allocations are supported, with Chester identified as the key housing and economic driver, and potential for further development outside of Chester, Northwich and Winsford.

Align policy with ambitions to create a net zero cluster in Ellesmere Port and develop a strategy for growth in hydrogen technology, carbon capture, enterprise zones and the Cheshire Science Corridor.

An updated assessment to address the need for different types of housing, including affordable housing, student housing and older persons is required.

Policies and settlement boundaries should be reviewed to allow more development in villages which are not Local Service Centres, and outside of settlements in the green belt and countryside.

10.2 Participants responded to question by either commenting directly on the policy in the Council's online '[Objective](#)' system, or by sending an email. In total, 123 comments were received in relation to Local Plan (Part One) Strategic Policies and have been summarised below (a full summary of all the comments received is available in Appendix C 'Local Plan (Part One) - summary of responses'):

The Local Plan should be reviewed/ updated to:

- Retain control and maintain a flexible housing supply
- Deliver market and affordable housing to meet local needs and address the national housing crisis
- Align housing delivery with economic aspirations
- Recognise that housebuilding is a key element for economic recovery
- Address climate change and recovery from the Covid pandemic
- Focus on design to take account of context and local character

When conducting an update:

- Renew the vision and strategic objectives
- Plan for a period longer than 15-years
- Focus development on sustainable locations with access to services and infrastructure, towards the largest settlements
- Consider rural hinterland of towns and villages as sustainable locations for growth
- Include green belt release and extensions to settlements as locations for new housing
- Uplift the housing requirement to at least 1,200 dwellings per annum
- Include a specific policy to address climate change with a focus on nature-based solutions and climate resilience
- Adapt and reuse buildings to reduce carbon footprint of construction
- Strengthen and expand current biodiversity net-gain policies
- Develop local design codes and coordinating codes
- Prioritise active travel to reduce the impact of greenhouse gases and to promote health

- Protect and enhance existing sports facilities and provide new facilities
- Prioritise the continued provision and access to outdoor and amenity space

Spatial strategy

- Define sustainable hinterlands to accommodate more growth
- Consider the needs of the rural population and changing travel patterns
- Align policy with ambition for a net zero industrial cluster in Ellesmere Port and to meet the need for additional land surrounding Protos
- Formally review and update the Local Plan to ensure that housing land supply does not become exhausted
- A Local Plan review has taken place and the housing requirement of 1,100 dpa should continue to be used for calculating the 5-year supply
- Update policy and provide an updated assessment to address the need for different types of housing, including affordable housing, student housing and older persons
- Support identification of Chester as key housing and economic driver
- Beyond 2030, release green belt to east and south east of Chester to meet needs
- Maximise Chester's historic environment
- Remove Wincham Urban Village allocation and release land at Davenham for housing development
- Identify alternative sites to the west of Winsford
- Support existing hierarchy but allow greenfield release to all settlements to grow
- Include policy for the extension of employment premises in the green belt
- Recognise the role of villages as sustainable locations for growth
- Review Key Service Centre settlement boundaries
- Amend policy to allow development in villages which are not Local Service Centres
- Allow infill development in villages in the green belt and the countryside
- Allow solar farms in the countryside
- Update policy to reflect NPPF
- Amend policy to make case for improvements to transport infrastructure
- Amend policy to support future infrastructure investment

Economic

- Policies must enable existing businesses to expand
- Retain current employment allocations
- Align policy with ambitions to create a net zero cluster in Ellesmere Port and develop a strategy for growth in hydrogen technology, carbon capture, enterprise zones and the Cheshire Science Corridor
- Allow new retail/ food and drink uses in out-of-town locations
- Clarify how unmet need for caravan and camping sites should be identified

Social

- Include First Homes as a proportion of affordable housing

- Increase affordable housing requirement from 30%
- Allow rural exception sites within and next to Key and Local Service Centres in the green belt
- Identify older persons housing need and allocate land to meet this need
- Introduce more flexible and pragmatic policy for traveller sites

Environmental

- There is no specific policy relating to global warming
- Policy does not reflect the importance of design
- Policies on reducing carbon footprint of new developments need to be tighter and more prescriptive
- Align policy with ambitions to create a net zero cluster in Ellesmere Port and the need for additional land required
- Amend policy to allow alternative uses at Protos, and recognise suitability of surrounding land for resource recovery, reducing carbon emission, sustainable energy generation and energy intensive uses
- Further mineral reserves need permitting to ensure plan meets national and local policy objectives
- A full resource assessment and engagement with the minerals industry is needed

Key messages for Local Plan (Part Two) Land Allocations and Detailed Policies

Comments were generally supportive of the policies and allocations contained in the Local Plan (Part Two), however, any changes to Strategic Policies in Local Plan (Part One), must be reflected in amendments to Part Two detailed policies.

Some respondents felt that the policies are not proactive enough in addressing climate change, were too restrictive on developing solar farms and should be aligned with ambitions to create a net-zero carbon industrial cluster in Ellesmere Port.

Local design and coordinating codes based on the National Model Design Guide and Design Code should be developed, and water efficiency measures and the concept of 'Active Design' should be incorporated into new developments.

Respondents felt that policies relating to biodiversity net gain should be strengthened, with some seeking at least 20% biodiversity net-gain on all developments, measured using Defra Metric 3.0, as well as linking to the production of Local Nature Recovery Strategies.

Current policies are negative and prohibit meaningful farm/ rural diversification, while more development should be allowed to sustain rural areas and estates.

Most comments were received that were seeking amendments to settlement boundaries to accommodate further development, allocating land within Local Service Centres, and identifying additional Local Service Centres.

There were numerous suggestions for amendments to policies which would allow additional housing in the countryside and green belt villages through infill and rural exception schemes, replacement buildings and changes of use where a building is not redundant or disused.

However, growth should be proportionate to the size of a settlement and capacity of existing infrastructure, which should match its housing numbers.

The Housing Market Assessment information should be up to date, and policy should clarify and support the mix, type and scale of specialist and extra-care housing schemes needed.

10.3 Participants responded to question by either commenting directly on the policy in the Council's online '[Objective](#)' system, or by sending an email. In total, 80 comments were received in relation to Local Plan (Part Two) Land Allocations and Detailed Policies and have been summarised below (a full summary of all the comments received is available in Appendix D 'Local Plan (Part Two) - summary of responses'):

General

- Changes to Strategic Policies in Part 1, must be reflected in amendments to Part 2 detailed policies.
- Growth should be proportionate to the size of a settlement and capacity of existing infrastructure.

Chester

- Remove the strategic Open Space designation
- Develop local design and coordinating codes

Ellesmere Port

- Amend settlement boundary to accommodate further development
- Align policy with ambitions to create a net-zero industrial cluster in Ellesmere Port

Northwich

- Review and redraw the settlement boundary
- Support the retention of employment allocations

Rural area

- Infrastructure should match housing numbers
- Local Service Centre settlement boundaries should be expanded and updated
- Amend policy to allow infill and rural exception schemes in washed over green belt villages

- Allocate land within Local Service Centres
- Identify additional Local Service Centres
- More development should be allowed to sustain rural areas and estates
- Support the continued designation of land for employment uses

Green belt and countryside

- Generally support the policies
- Suggestions for additional wildlife corridors and key settlement gaps

Transport and accessibility

- Generally support the policies and allocations

Minerals supply and safeguarding

- Minerals safeguarding policy is regularly overlooked
- Exploration, appraisal and production of hydrocarbons is at odds with the climate emergency

Development management

- Generally support the policies
- Allow replacement buildings in the countryside
- Embrace all water efficiency measures in new development

Economic growth, enterprise and town centres

- Policies are out of date by referring to old Use Classes Order and contrary to NPPF
- Policy is negative and prohibits meaningful farm/ rural diversification

Housing

- Policy should be more flexible and allow green belt exceptions, and changes of use from employment
- Ensure that Housing Market Assessment information is up to date
- Allow changes of use in the countryside where a building is not redundant or disused
- Allow affordable housing in settlements not classed as Key or Local Service Centres
- Allow for rural exception schemes in washed over green belt villages
- Clarify and support the mix, type and scale of specialist and extra-care housing schemes

Health and well-being

- Policy should embrace the concept of 'Active Design' in masterplanning new developments
- Recognise even small-scale development may contribute to poor air quality

Open space, sport and recreation

- Generally support the policies
- Allocate new playing fields to accommodate replacement where required

Green infrastructure, biodiversity and geodiversity

- Policies are not pro-active in addressing climate change
- Strengthen policy to apply to all developments
- Deliver at least 20% biodiversity net-gain using Defra Metric 3.0
- Expand policy in line with need to produce and manage a Local Nature Recovery Strategy

Energy

- Policy is too restrictive on solar farms and should be more flexible



Cheshire West & Chester Council

Local Plan **Conversation** 2021

Land and Sites



Land and sites

11.1 Identifying how land can be used is central to the Local Plan, and the engagement asked for views on how land should be used in the area.

Key messages for land and sites

51 locations were suggested for Growth/ Renewal and 40 for Protection, generally around Chester, Ellesmere Port, Northwich, Helsby and Frodsham, with Growth/ Renewal focused on Ellesmere Port and Chester, and Protection more focused in Helsby and Frodsham.

Land suggested for Growth/ Renewal was identified as brownfield, derelict and vacant land that could be redeveloped, and sites in the green belt and countryside that could be suitable for development.

Land was suggested for protection for a range of reasons including flood risk, wildlife, landscape, beauty, green belt, and the need to protect open and green spaces, recreation, sports and play facilities.

163 specific sites were suggested for development, with most of the sites located adjacent to the settlements of Chester, Ellesmere Port, Winsford, and Northwich, with some extending out into villages and rural areas, including the area around Lostock Gralam.

The majority of sites proposed were for housing development, and some employment and renewable energy sites. The remainder comprised a range/mix of uses including: tourism/ leisure, minerals development, retail, transport infrastructure, open space, community facilities, and biodiversity net gain.

Growth and protection

11.2 In 2020, the government's 'Planning for the future' consultation included proposals for changing how Local Plans are prepared, including the suggestion that land would be categorised for growth, renewal or protection, as follows:

- **Growth/Renewal** land could include brownfield land within our towns that could be put to more productive use or undeveloped land around our settlements
- **Protected** land is where development is more restricted. The government has suggested this could include Green Belt, conservation areas, areas of significant flood risk, important areas of green space, wildlife sites and areas of countryside

11.3 While these proposals are still at an early stage, the engagement asked for views on what parts of the borough should be protected from future development and which areas might be good locations for future development.

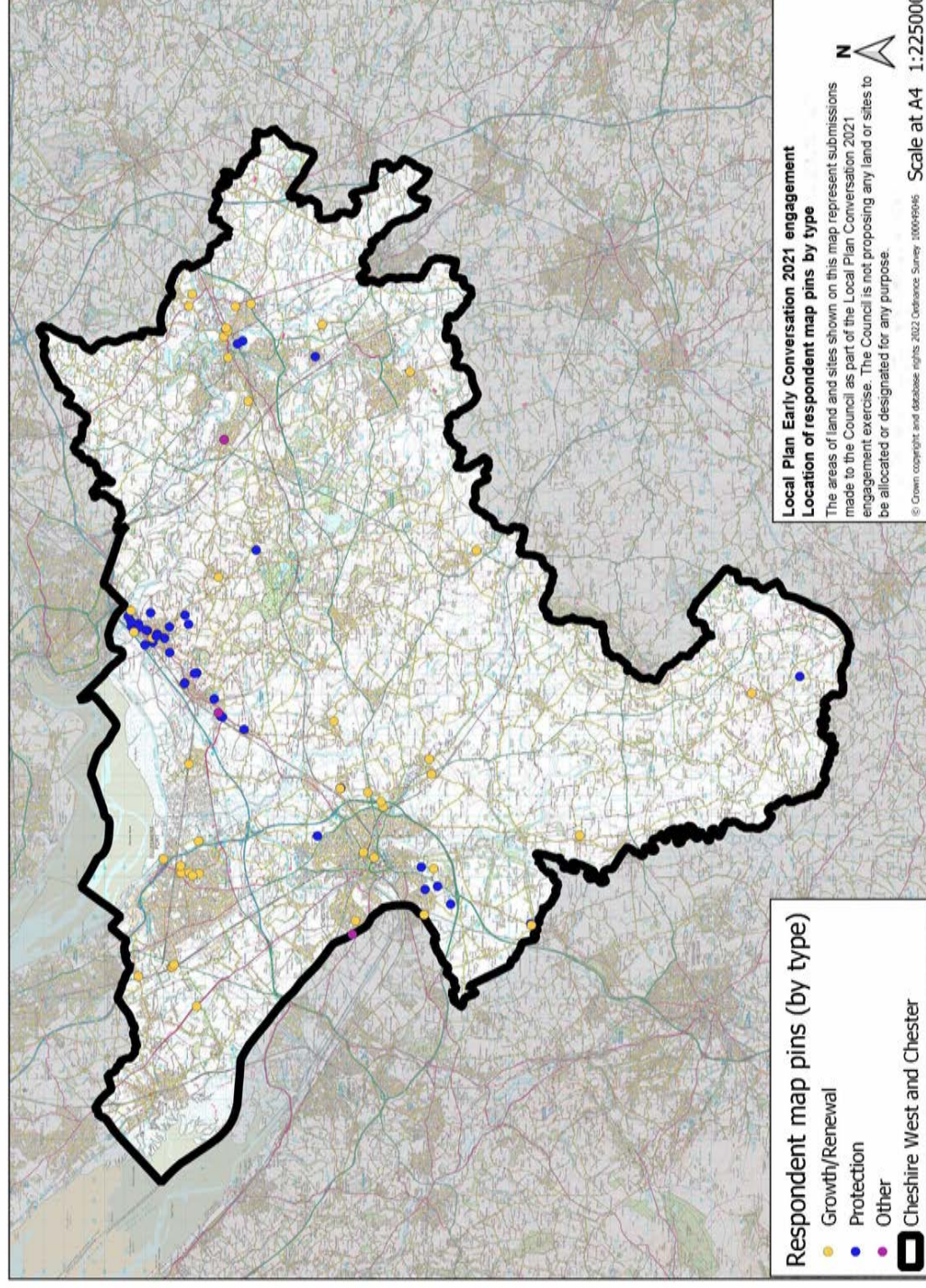
11.4 Views were predominantly gathered via the Council's online engagement tool, Participate Now by:

- Pinning a suggestion or idea to an interactive map of the borough
- Making suggestions privately via an online survey

11.5 A total of 95 suggestions were added as 'pins' to the interactive map by 35 contributors, meaning that some respondents made more than one suggestion. In total, 51 locations were identified for growth/renewal, 40 for protection and 4 for 'other'. Land suggested for growth/renewal identified brownfield, derelict and vacant sites that could be redeveloped, and areas in the green belt and countryside that could be suitable for development. Land was suggested for protection for a range of reasons including flood risk, wildlife, landscape, beauty, green belt, and the need to protect open and green spaces, recreation, sports and play facilities. Land identified as 'other' raised a number of specific issues including use of land for noisy motorsports, affordable housing in the green belt, car parking, and use of brownfield land.

11.6 A summary map is shown on the next page. A larger scale map is available to view on the Council's website by visiting: [Local Plan Conversation 2021](#)

Suggestions of land for Growth/Renewal and Protection



11.7 The gold pins indicate areas submitted for growth/ renewal, which are clustered around Chester, Ellesmere Port and Northwich. The blue pins are areas submitted for protection, mostly located in Chester, Helsby and Frodsham. Pins are generally clustered in and around the urban areas, with some extending out into villages and rural areas. Note that the areas of land shown represent submissions made to the Council as part of the Local Plan Conversation 2021 engagement exercise. The Council is not proposing any land or sites to be allocated or designated for any purpose.

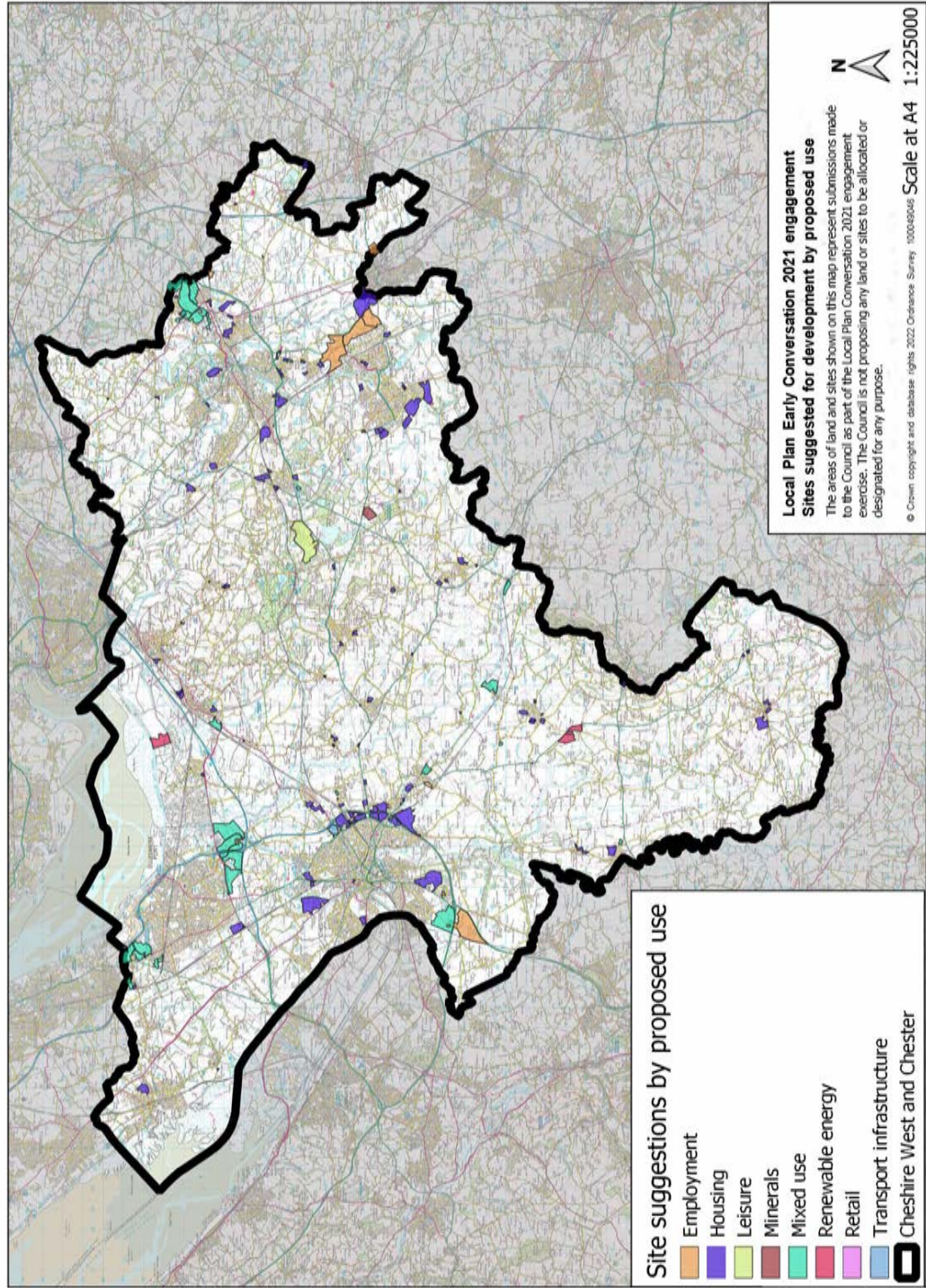
Sites for development

11.8 To help understand the amount, availability and type of potential development land, the engagement also gave contributors the opportunity to propose individuals site for development.

11.9 A total of 163 sites were suggested by 115 contributors, meaning that some respondents made more than one suggestion. 131 sites were proposed for housing development, and 9 for employment uses. There was 1 site each proposed for tourism/ leisure uses, minerals development, retail uses and transport infrastructure respectively, and 3 sites were put forward for solar farm/ renewable energy uses. 16 sites were suggested for 'mixed use' development. While these suggestions for 'mixed-use' contained a varying combination of uses ranging from employment, open space, retail, community facilities, leisure and biodiversity net gain, all of them included an element of housing or residential development.

11.10 A summary map is shown on the next page. A larger scale map is available to view on the Council's website by visiting: [Local Plan Conversation 2021](#)

Suggestions of sites for development



11.11 The purple and green areas indicate sites suggested for housing and mixed use development, located around Chester, Ellesmere Port, Northwich and Winsford, with some extending out into villages and rural areas, such as Malpas and around Lostock Gralam. A range of other suggestions were made across the whole of the Cheshire West area. Note that the areas of land and sites shown represent submissions made to the Council as part of the Local Plan Conversation 2021 engagement exercise. The Council is not proposing any land or sites to be allocated or designated for any purpose.

Next steps

12.1 A feedback summary report is being formally presented to the Council's Cabinet on 21 April 2022, to assist the Council in deciding whether it needs to update the Local Plan. It will also be used to support ongoing service planning, help inform future policy development and partnership working.

12.2 This report, which includes a summary of all of the engagement responses that were received, is publicly available on the Council's website at: [Local Plan Conversation 2021](#)

Engagement methods and responses

13.1 The engagement followed a digital first, multi-method approach, to follow best practice and enable as many people as possible to take part. All the engagement, design work and communications were undertaken in-house.

13.2 The main engagement approaches are outlined below.

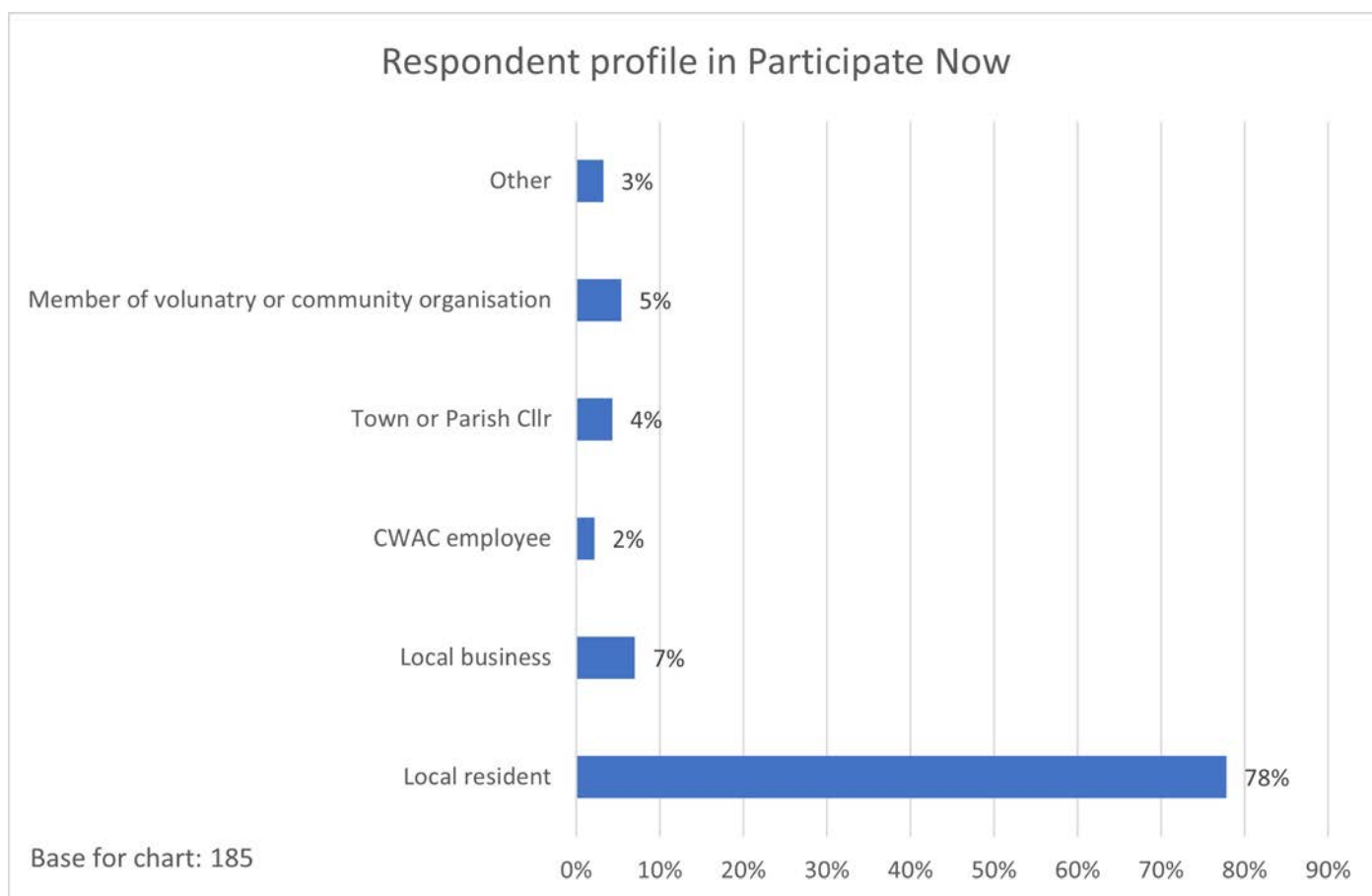
Engagement method	Description	Participation
Digital Engagement Platform	The Council's corporate digital engagement platform called 'Participate Now' was used for 'Local Plan Conversation 2021'. Here people could access all the information related to the engagement exercise via the information video and the background links and select from a number of ways to get involved including: • Voting in quick polls • Posting thoughts on online ideas boards • Filling in a survey • Pinning ideas to a location on a map of the Borough People could choose to engage with all of the themes or just those that interested them the most.	On the 'Participate Now' platform, there were a total 4,176 page visits, of which 3,278 (78.5%) were linked to directly from a distribution email, letter or the Council website. There were 2,429 (58.2%) visits to multiple pages and 791 visits (18.9%) that engaged with the consultation, through submitting a survey, posting on an ideas board, participating in a quick poll and/or placing a location pin on the map. In total there were: • 653 quick poll votes from 392 contributors. • 251 ideas posted on online ideas boards from 84 contributors. • 144 survey responses from 86 contributors. • 80 ideas pinned to a location map from 24 contributors.
	In addition, the engagement also used the planning policy online 'Objective' system. Here people could comment directly online on existing policies in the Local Plan, and/or submit/propose individual sites for development.	On the 'Objective' platform: • 203 contributions commenting on existing Local Plan policies from 53 contributors. • 9 suggestions of land for growth/renewal or protection from 8 contributors. • 163 site suggestions submitted by 115 contributors.

Engagement method	Description	Participation
Distribution through existing networks and email	3,818 emails were sent to residents, partners and stakeholders on the planning policy consultee database plus 97 parish clerks. A further 183 paper postal letters were sent to those without a valid email address. There was proactive promotion and distribution of the engagement exercise with as many of our partners, local networks, groups and residents as possible via email and the local press. Press releases to promote the engagement were distributed on 23 June and 23 August 2021, and the engagement was included in the Leader's column published in the Chester Standard on 1 July and 26 August 2021. The engagement featured in the Council's e-newsletters of 25 June and 10 September 2021 and featured on the Council website news slider for the entire duration of the engagement.	Wide reaching distribution across our key partners, networks and groups as detailed. 42 emails were received from contributors on the engagement themes. 6 emails were received with suggestions of land for growth/ renewal or protection.
Social media	Twitter and Facebook were used throughout the consultation period, not only to raise awareness of the engagement, but provide a link for people to feed back their views. Weekly social media posts were made promoting each of the engagement themes and the beginning and end of the engagement, using links to the relevant quick poll to capture people's interest and draw them into the Participate Now website.	There were 563 visits (13.5% of the total) to the 'Local Plan Conversation 2021' pages in Participate Now, that were linked from a social media post. 255 (45.3%) visits accessed more than one page, and 154 (27.4%) engaged with the consultation, through submitting a survey, posting on an ideas board, participating in a quick poll and/or placing a location pin on the map.
Council staff	A Member brief was circulated to members and Council officers on 23 June 2021.	
Partners	Officers attended and presented the engagement to an online meeting of Town and Parish Councils Connections, in partnership with the Cheshire Association of Local Councils, on 15 July 2021.	Attended by 45 representatives of Town and Parish Councils

Engagement method	Description	Participation
Business sector	The engagement was included in the Council's 'Let's Talk Business' e-newsletter published on 25 June 2021. Officers attended and presented the engagement to an online Chester Growth Partnership Board Meeting on 10 September 2021.	

Who took part?

13.3 The chart below shows who registered and took part using the Council's 'Participate Now' engagement platform.



13.4 Of the 185 contributors who are registered on the 'Participate Now' platform, 78% were local residents, 7% local businesses, 2 % CWAC employees, 4% Town or Parish Councillors, 5% member of voluntary or community organisations, and 3% other. Note that the percentages may not equal 100 as people could register under more than one option. A further 63 survey responses and 340 votes in the quick polls were received from anonymous contributors who were not registered in 'Participate Now'.

13.5 A number of responses were received from partners, local groups and organisations as listed below:

- Ainscough Strategic Land
- Barratt David Wilson Homes
- Barrow Parish Council
- The Bolesworth Estate
- British Sign and Graphics Association
- Brookhouse Group Ltd
- Castle Green Homes
- CF Fertilisers UK Limited
- Cheshire Community Action
- Cheshire Wildlife Trust
- Chester Archaeological Society
- Church Commissioners
- Cityheart Limited
- Christleton Parish Council
- The Coal Authority
- Consortium of Housebuilders
- CPRE Cheshire
- Cranford Estates
- Create Developments (Winsford) Limited
- CTP Limited
- Darnhall Estate
- Defence Infrastructure Organisation
- Eaton Estate
- Encirc Limited
- Exolum Pipeline System Ltd
- Friends of Tattenhall
- Home Builders Federation – North
- High Speed Two (HS2) Limited
- Historic England
- Hollins Strategic Land and Hollins Homes
- Hough Green Residents' Association
- Inspired Villages Group Ltd
- Land Planning Partnership UK
- Mannings Lane Developments

- Marine Management Organisation
- MHL Strategic Land
- Miller Homes
- Mineral Products Association Ltd
- National Farmers Union (North West)
- Natural England – Greater Manchester & Merseyside Natural
- Neston Civic Society
- Norley Parish Council
- North West Ambulance Service
- Northern Trust Group
- NPL Group (UK) Ltd
- Nuclear Decommissioning Authority
- Parkgate Society
- Peel NRE Limited
- Redrow Homes North West
- Sport England (North West Region)
- Stunners Properties Limited
- Tattenhall and District Parish Council
- Tatton Estate
- Taylor Wimpey
- Theatres Trust
- Tilston Parish Council
- United Utilities
- University of Chester
- West Midlands Pension Fund

Dedicated marketing campaign

13.6 A comprehensive communications campaign was planned to run between 23 June and 15 September 2021 to promote the Local Plan Conversation 2021 and encourage people to join the engagement. This included:

- Signposting the engagement on the Council website
- Targeted social media campaign
- Press releases throughout the 12-week period
- Council Leader's column in the Chester Standard
- Council e-newsletter
- The 'Let's Talk Business' e-newsletter
- Staff 'Keeping you informed' emails and 'Keep in touch' messages
- Signposting from iWest (intranet)

13.7 The engagement consisted of a series of themed weeks related to each of the engagement themes, with communications focusing on a particular theme each week: Climate, Jobs, Homes, Travel, Health and Environment. This was carried out in conjunction with a widespread social media campaign over the 12-week period with frequent Tweets and Facebook posts, including targeted advertising, which linked to the 'Participate Now' quick polls to generate interest in the engagement. The following social media posts and activity were carried out:

- 23/06/2021 First social media post introducing the engagement
- 24/06/2021 Second social media post promoting the engagement and the introductory video
- 28/06/2021 Social media posts – Climate theme
- 05/07/2021 Social media posts – Health theme
- 12/07/2021 Social media posts – Homes theme
- 19/07/2021 Social media posts – Jobs theme
- 26/07/2021 Social media posts – Environment theme
- 02/08/2021 Social media posts – Travel theme
- 09/08/2021 Social media posts – Land theme
- 24/08/2021 Further social media posts promoting the engagement
- 06/09/2021 Social media posts promoting last week of the engagement
- 09/09/2021 Social media posts promoting last week of the engagement
- 14/09/2021 Social media posts promoting last day of the engagement

Climate

Responses received on the Climate theme	
Topic	Summary of comments
Active travel	- Design and prioritise roads and new housing for walking and cycling, provide more cycle paths, share-use spaces, safe cycle routes to schools and for commuters, more secure public cycle storage and parking. Highways engineering and planning decisions are too car dominated. - Make walking and cycling as safe as possible, segregated from road network, and protect old railways lines from development for off road walking and cycling paths. - Support for actions to facilitate more walking and cycling including maintaining existing infrastructure to a high standard.
Affordable housing	- Solar panels on council housing. - Ensure new houses are affordable.
Agricultural practice	- Support farmers changing from intensive dairy or beef to more sustainable farming and forestry. - Stop dairy farming in Cheshire and encourage more plant-based meals. - Recognise the majority of farmland in Cheshire is most suited for livestock grazing.
Air pollution	- Enforce lower speed limits, traffic free zones around school and in Chester. - Include policies on air quality.
Approach	- Involve the public and get on with tackling climate change. - Enforce planning conditions to ensure new buildings meet zero carbon targets. Planning to positively discriminate in favour of buildings with PV.
Biodiversity	- Insect friendly plants. - New development (including agricultural) must provide compensatory habitat and green infrastructure. Increase tree planting, restore saltmarsh, wetlands and peatlands, with better soil management, re-wilding (in the green belt).
Bus services and routes	Discounted bus passes for CWAC residents.

Responses received on the Climate theme	
Topic	Summary of comments
	• Provide and extensive, affordable and reliable bus network throughout the district and increase the frequency and connectivity of bus and train routes. • Improve bus routes/services into Neston.
Carbon capture	• Support for CO2 and methane capture and storage.
Chester	• More pedestrian and cycle paths. Major developments should fund transport improvements. Make the P+R cheap/free and city centre parking more expensive. Make city southern ring road one-way/ access only. • Greenway needs to be safe for all users and more energy efficient housing on Wrexham Road. • Safeguard and strengthen the presence of the University in the city centre, building the brand of Chester as a university city.
Conservation areas	• Protect and extend conservation areas.
Cuddington and Sandiway	• Site at Warrington Road, offers opportunities to deliver new homes in a sustainable locations and reduce reliance on the car.
Cycle parking	• More secure cycle parking and cycle hangers in high density areas (including Chester).
Design	• Orientate housing so part of each roof faces south. • Include sustainable design policies and standards (such as PassiveHouse) that reduce carbon through design and orientation of buildings, materials, energy efficiency, heating and cooling.
Ellesmere Port	• Suggestions for a shared use cycle path between Elton and Helsby, and a new station at Ledsham and upgrades to Bidston-Wrexham rail line. • Use old railway lines to provide safe walking and cycling path to boat museum, cycle lanes for commuting to industrial areas, and provide a more up-to-date and representative policy position is required, alongside a more flexible approach to the delivery of Protos. • More representative and flexible policy needed for Thornton Science Park, Protos and the surrounding land, to support the development of a zero-carbon cluster and low carbon industrial hub.

Responses received on the Climate theme	
Topic	Summary of comments
Elton	- Put in a shared use cycleway/ footpath between Elton and Helsby. - Safe cycle lanes from Helsby to Elton/ Ince industrial areas and Ellesmere Port.
EV charging	- Provide more publicly available EV charging points and ensure EV chargers are available in all new developments. - Provide EV charging infrastructure and include in new housing. - Include policies to require all new builds to have mandatory EV charging points.
Flood risk	- Do not build in flood risk areas and use permeable surfaces in new housing developments. Support the use of agricultural land for flood control. - Tree planting prevents flooding. - Consider sea level rise and more extreme weather events and avoid building on flood plains.
Green belt and countryside	- Protect and extend the green belt. - Require outstanding environmental/ carbon neutral standards as part of special circumstances for homes in the green belt.
Green infrastructure	Include detailed policies and provide green infrastructure.
Green roofs	- Presumption in favour of green roofs. - Green roofs in new development.
Green space	Urban green spaces in new development.
Greenfield land	New developments (including agricultural) on greenfield sites must provide compensatory habitat and climate change mitigation, and include trees, hedgerows and ponds.
Helsby	- Put in a cycle path between Helsby village and Helsby high school. - Solar PV on Helsby Community Centre and Helsby Scout Hut, safe cycle lanes from Helsby Village to Helsby High and Helsby to Elton/Ince industrial areas and Ellesmere Port, upgrade path from M6 J14 to Helsby. - Future housing growth in Helsby is needed to support green employment opportunities in Cheshire Science Park area.

Responses received on the Climate theme	
Topic	Summary of comments
Heritage assets	• Allow UPVC rather than wooden window frames rather conservation areas.
Highway maintenance	• Safe cycle lanes to support commuters. • Maintain existing walking and cycling paths to the highest standard. • Maintain existing walking and cycling infrastructure to high standard.
Highway safety	• Extend and enforce lower speed limits.
Housing	• Provide more homes in smaller settlements and key service centres (to minimise need to travel), on brownfield sites and with more affordable homes.
Ince	• Upgrade footpath between M56 J14 services and Helsby for cycling. • Safe cycle lanes from Helsby to Elton/Ince industrial areas and Ellesmere Port.
Infrastructure and services	• Secure S106 funding for transport improvements and community projects. • Provide additional services in smaller settlements to minimise the need to travel and ensure provision of fibre-optic broadband.
Jobs and training	• Prioritise greener employment opportunities.
Low carbon energy	• Trial hydrogen instead of natural gas and more hydrogen taxis, buses and Council fleet vehicles. • Mandate and/or incentivise all commercial and public buildings to include installation of solar on roofs, and much more PV in industry/energy sector. • Support Protos and the development of a zero-carbon cluster and low carbon industrial energy hub.
Neston	• Improve bus and rail routes into Neston.
Northwich	• Open the recycling centre 7 days a week.
Parking	• Make P+R free and increase city centre parking charges. • Couple improved bus network with steep rise in car park fees and restrict street parking for tree planting.

Responses received on the Climate theme	
Topic	Summary of comments
Planning	- Require greater levels of insulation in new buildings as a condition of planning permission and ensure new developments provide sustainable transport options and enhance existing. - Ensure new planning really provides sustainable transport options and enhances existing arrangements. Don't allow developers to claim public transport enables a site to be sustainable when service level won't support this mode of travel for work. - A LP review is needed to address the climate emergency and the changed context for transport policy since 2015. Plan development to reduce the need to drive and carry out a review of the spatial strategy, including sites and settlements based on their sustainability and access to services and facilities and minimising the need to travel, while considering future temperature increases, sea-level rise and more extreme weather events.
Previously developed land	Follow a brownfield first approach for new development.
Rail links and infrastructure	- Consider a new station at Ledsham and upgrading the Bidston-Wrexham rail line. - Increase frequency and connectivity of rail routes/services.
Reduce/ limit car use	- Reduce car use by supporting active travel through planning/ highways engineering and design roads and developments to prioritise walking and cycling. Provide more cycle paths and car free areas. - Restrict use of cars, particularly in town centres and through traffic in residential areas. - Locate developments in areas where people work, reduce the amount of traffic on the roads and plan development to reduce the need to drive.
Renewable energy	- Strong support for solar PV, inclusion on Council and community buildings and requirement for all new buildings and extensions so have south facing roofs and include solar panels and higher standards of construction, energy efficiency and low embodied energy including PassiveHouse. - Strong support for mandating and incentivising the installation of solar PV on private homes, new commercial and public buildings, in industry and energy developments. - Support for all new buildings to include renewable energy sources/generation and large developments to have shared heating arrangements based on renewable energy.

Responses received on the Climate theme	
Topic	Summary of comments
Retrofit	• Retrofit existing residential properties. • All existing commercial and public buildings to install solar on their roofs, unless proven to be not suitable due to say the orientation of the property, and install heat pumps, preferably linked to their ventilation systems.
SuDS and drainage	• Reduce impermeable surfacing in housing parking areas and gardens. • Do not cover land in impermeable materials. Street trees can absorb surface water from excessive rainfall.
Sustainable construction	• Prioritise better insulation in new buildings through planning permission, meeting PassiveHouse standard, with low embodied energy, south facing roofs for solar PV installation, and green roofs. • Ensure new houses are better insulated and mandate/incentivise solar on new commercial and public buildings and heat pumps and mechanical ventilation and heat recovery systems in new housing. • Most comments received in relation to increasing the levels of energy and water efficiency in new buildings, so they can be effectively heated and cooled. All new builds should follow the energy hierarchy, be PassiveHouse, have no gas boilers, be better insulated, take a fabric first approach and use low carbon sustainable materials. Avoid demolition and restore/ reuse buildings instead.
Tattenhall	• Site at Chester Road, offers opportunities to deliver new homes in sustainable locations and reduce reliance on the car.
Town centres	• Make the Chester City southern inner ring road one way or for access only. • Restrict cars in town centres.
Trees	• Plant more trees and stop trees being cut down and support shift from agriculture to forestry. • Support for retention, protection and more planting of trees. • Increase tree planting and woodland creation, protect and replace trees in new development, and incorporate trees and hedgerows in all greenfield developments.

Responses received on the Climate theme	
Topic	Summary of comments
Walking and cycling infrastructure	• Support for designing an prioritising roads and housing developments for walking and cycling, more shared-use pedestrian and cycle paths, safe cycle lanes to schools and for commuting. • Protect, enhance and make walking and cycling routes safe complying with the LTN 1/20 standard. Maintain and join up routes, especially for schools and commuters and old railway lines. • Include segregated cycle paths in new development and maintain existing infrastructure.
Waste/ recycling	• Suggestions for more recycling facilities that can recycle a wider range of waste. • Stop burning it, use anaerobic digestion with carbon capture and storage or the renaissance process. • Support Protos.
Working from home	• Consider rise in working from home.

Jobs

Responses received on the Jobs theme	
Topic	Summary of comments
Active travel	• Deter car dependent developments in edge of town or out of town locations.
Agricultural practice	• Encourage sustainable farming and diversification from traditional rural income generation.
Approach	• Provide grants and/or reduction in rates to bespoke small / medium businesses and procure goods and services from local companies. Build a business incubator/accelerator in Chester and in other town centres. Educate people in line with the LEP skills strategy, prepare people for green jobs and make re- skilling/ lifelong learning available. e.g. courses in fitting air source heat pumps, adding insulation etc. • Focus on poverty (and other socio-economic characteristics).
Chester	• Need more to do in Upton, safe cycle routes into and around the city, town houses and apartments in the Northgate development, smaller offices with parking and office provision at Park and Ride sites, more public toilets, food and beverage economy potential in Foregate Street, potential for multiple occupancy fashion retailing in former Browns store and build a business incubator/accelerator in Chester.
Convert shops to homes	• Creatively re-purpose empty shops and retail development, including living pods/units in new and older buildings.
Design	• Consider digital connectivity as part of the design process.
Ellesmere Port	• Ensure all major energy users including transport can be connected to hydrogen production at Stanlow. • Develop land surrounding Protos for resource recovery, reducing carbon emissions, sustainable energy generation, and energy intensive uses. • Allocate land surrounding Protos for resource recovery, reducing carbon emissions, sustainable energy generation and energy intensive uses. Develop skills and training and take advantage of employment clusters at Thornton Science Park, the Cheshire Science Corridor Employment Zone and the net zero cluster at Ellesmere Port. But do not solely focus employment development in key employment areas such as Ellesmere Port.

Responses received on the Jobs theme	
Topic	Summary of comments
Empty buildings	• Refurbish empty buildings for business use.
Green belt and countryside	• Consider the need for green belt release and identify employment sites in outside of settlements.
Helsby	• Land next to Honeywell site in Helsby for flexible office space. • In Helsby provide connected, accessible, communal, flexible working space.
Housing	• Build houses near jobs and in town centres. • Set an ambitious housing requirement to achieve the planned economic activity and growth in the SEP. Provide sufficient homes for young professionals in sustainable and accessible locations.
Infrastructure and services	• Set out requirements and support all types of connectivity infrastructure.
Jobs and training	• Green jobs and training/education - Develop a new 'green economy' in the low-carbon and renewable energy sectors and focus on the Science Park corridor. Develop skills and training, trade apprenticeships and collaborate with major employers, including local universities and various research facilities.
Low carbon energy	• Encourage hydrogen-based industry and ensure all major energy users including transport can be connected to the supply of Hynet. • Develop a new 'green economy' in the low-carbon and renewable energy sectors and focus on the Science Park corridor.
Neston	• Encourage tourism is Neston Parkgate - a survey for how it could be facilitated by transport links. Enhance Clayhill industrial estate and associated infrastructure along with better signage and maintenance. • Use existing available business premises on the Clayhill industrial estate and enhance existing infrastructure. • Improve Clayhill industrial estate infrastructure and meet demand for business units in Neston. Provide student accommodation and carry out survey on the effect of tourism in Parkgate and Neston and how it could be facilitated.

Responses received on the Jobs theme	
Topic	Summary of comments
Norley	Norley does not require more houses but protecting the facilities it already has.
Northwich	Concern over deliverability of sites and ability to meet employment land requirement in Northwich.
Office space	With more people working from home, consider local office hubs over change of use from industrial and offices for small and start-up companies, with access to car parking. Consider developing small office spaces adjacent to park and ride facilities.
Parkgate	Encourage tourism is Neston Parkgate - a survey for how it could be facilitated by transport links. Enhance Clayhill industrial estate and associated infrastructure along with better signage and maintenance.
Planning	- Encourage cycling by facilitating active travel and provide cycle parking. Designate specific areas for renewable energy provision locally to assist the local economy. Provide easy-to-access energy demand reduction information and help and allocate specific areas, for conservation of energy use in industrial, commercial and residential sites. Facilitate the conversion of redundant shops and offices in towns to houses and apartments, where possible. - Provide a policy to sustain, protect and enhance local service centre facilities. - Review employment allocations in accordance with NPPF para 31. Rethink traditional analysis of employment need and supply and consider requirements for distribution warehouses and logistics and future requirements in light of reducing demand for physical floorspace and flexible ways of working. Produce an updated Strategic Employment Land Availability Assessment and identify the need or otherwise for green belt release.
Public transport	Support improvements to bus and rail routes.
Reduce/ limit car use	Deter car dependent developments in edge of town or out of town locations.
Town centre	Encourage brownfield sites to maintain city centre vibrancy post-pandemic and split empty department stores into flexible units that support non-retail purposes including attractions; also consider empty units being hired as event space or using roof terraces as bars/ restaurants. Enhanced infrastructure for industrial parks that includes signage and

Responses received on the Jobs theme	
Topic	Summary of comments
	maintenance. Retail outlets should be restricted so business is not diverted from the town centre. • More houses and apartments in town centres, food and beverage, pop-up restaurants and bars popular, reduction in rates, provision of grants, new retail outlets, promoting local market, build a business incubator/accelerator in Chester and other town centres. • Restrict retail outside of the town centres. Steer new shopping developments to local and suburban centres with a considerable walk-in catchment population. Deter car dependent developments in edge of town or out of town locations. Policies should not be based on 'league tables' consisting of well-known brand names. Encourage small, independent shops.
Walking and cycling infrastructure	• More safe cycle routes and dry parking for bikes
Waste/ recycling	• Land surrounding Protos should be reallocated to facilitate developments for resource recovery, reducing carbon emissions, sustainable energy generation, and energy intensive uses.
Working from home	• Consider local office hubs, especially when land is changing use from industrial. Flexible serviced office space provides facilities and employment opportunities. • More people are working from home. • Ensure all housing tenures are equipped with broadband and achieve additional offer in terms of fibre network.

Homes

Responses received on the Homes theme	
Topic	Summary of comments
Affordable housing	- Focus upon low rise, affordable homes on brownfield sites and rejuvenate existing social housing stock. A higher proportion of new developments to be social housing but less shared ownership. Assist homelessness in the borough by providing safe, affordable housing with support. - New building should focus on provision of affordable housing, especially for young families, ensuring that it is part of planning permissions, and provide more council housing. - Strong support for providing more low-cost affordable housing, including a policy requirement for First Homes and other affordable homes ownership products, converting retail/commercial floorspace, and the suggestion that needs can only be met through the allocation of additional land. An up-to-date assessment of affordable housing need is required.
Approach	- Charge a tax on vacant buildings and land. - Maintain and map a register of derelict and abandoned sites and buildings unused for 2 years.
Barrow	Propose a site at Barnhouse Lane, Great Barrow for development of a mix of market value 3, 4, 5-bedroom homes and affordable homes for first time buyers.
Biodiversity	Undertake wildlife surveys before designating land for development.
Bus services and routes	Get buses to serve new developments.
Chester	- More starter homes in Chester and less student accommodation. - Convert empty retail space to housing. Reduce amount of HMOs and increase supply of family homes, stop building high carbon housing on Wrexham Road, greater amount of single level homes – apartments and bungalows. Make construction of Western Relief Road a condition. - Increase housing within or close to town centre, aimed at single/ young couples. Huntington is lacking in retirement housing/ bungalows, and the former school site on Butterbache Road suitable for independent older persons housing.
Christleton	Developers should demonstrate need for more housing in Christleton.

Responses received on the Homes theme	
Topic	Summary of comments
Convert offices to homes	• Convert empty premises to housing. • Support converting empty retail/commercial floorspace for affordable housing.
Convert shops to homes	• Convert empty retail space to housing.
Delamere	• No new greenfield developments on the outskirts (such as Delamere/ Oakmere).
Design	• Make it mandatory for all new houses to have solar PV. Encourage working from home by building homes with workspaces. • All new builds to be sustainable low-carbon design, embrace good design and reflective of character of immediate neighbourhood, with creative flexibility for alterations and extensions. New homes should be flexible and adaptable for an ageing population. • Local Plan should be more specific on standards of design, space standards, densities and a variety of housing types.
Empty buildings	• Exhaust all opportunities to repurpose empty buildings before building new properties. • Convert empty retail space to housing.
EV charging	• Include EV charging points in new homes.
Extra-care/ specialist housing	• Provide housing for elderly people to release larger family homes. • Ensure adequate provision for residential care facilities setting out the number and distribution required and supply, provide more freehold bungalows close to amenities and bus services.
Flood risk	• Support more green infrastructure to reduce urban flooding. • Homes should not be built on EA designated flood plains.
Green belt and countryside	• Convert the vacant city centre premises into residential homes rather than build in the greenbelt and protect biodiversity by avoiding building in the greenbelt. • Homes should not be built on green belt land. • Support for reviewing the green belt to provide housing, particularly around principle settlements via sustainable urban extensions. In rural settlement allocate housing on a %

Responses received on the Homes theme	
Topic	Summary of comments
	basis (and relax green belt) and address the anomaly that prevents extensions of more than 30% but same house can be rebuilt larger than the original dwelling.
Green space	• Include green infrastructure in all developments to limit urban heat island effect. • All new builds/ conversions/ extensions to include green space. • New housing should be built within walking distance of open spaces.
Greenfield land	• Reduce rates to fill empty shops with local businesses, rejuvenate existing buildings and use infill plots before building on greenfield land. • No development on greenfield sites.
Guiliden Sutton	• Encourage more homes in villages like Guiliden Sutton. • A site at School Lane, Guiliden Sutton in the form of a rural exception site, should accommodate future housing growth.
Hargrave and Huxley	• Carry over the planning policies set out in the Central Gowy (South) Neighbourhood Plan into the next updated Local Plan.
Helsby	• Recognise when rural communities have exceeded housing targets and stop permitting further, unsupported large developments such as at Helsby. • Support more housing to meet needs, especially for young families, but insufficient social infrastructure, health, education and highway capacity. Sites on edge of settlement in green belt will need to be considered, realistically to the east or the west. • Green belt release is necessary for Helsby to grow (in terms of social infrastructure and new homes).
Heritage assets	• Allow flexibility in use of historic buildings for housing.
HMOs	• Reduce the number of HMOs to free up family housing. • Return existing student HMOs to housing and refuse further HMOs.
Hooton	• Land north of Hooton Road, Hooton could make a significant contribution to meeting affordable housing needs.

Responses received on the Homes theme	
Topic	Summary of comments
Housing	• Support more luxury units combined with co-working/modern office space. Provide financial support and incentives to private landlords to improve privately-owned housing stock. Link new homes to employment opportunities. • Provide a variety of housing sites for a range of housing needs and incomes, small apartments, single-level and adaptable housing for older people, and larger family homes. Allow housing in and adjacent to rural settlements to sustain services and facilities, and in the countryside allow replacement dwellings and conversion of existing buildings (except community facilities). • Locate houses where there are jobs, focusing development in accessible locations served by existing sustainable transport such as town centres. Cater for single/ young couples, first time buyers, older and disabled people, meeting needs for first homes, self and custom build.
Infrastructure and facilities	• Build houses within walking distance of facilities. • Increase the number of health services throughout the borough and improve the roads. Be stricter with policy DM 4 to avoid development on floodplains. Support all new developments that have space for food-growing and semi-natural open space. Upgrade essential infrastructure capacity in rural areas. • Consider current and future local services and infrastructure, particularly health, education, transport, and drainage. Protect and sustain villages with small housing developments.
Jobs and training	• Locate houses where there are jobs.
Malpas	• The infrastructure cannot cope with recent amount of growth without significant upgrades.
Neighbourhood plans	• Enable rural villages to grow - Neighbourhood Plans have largely sought to strangle new build and are anti-development. • Neighbourhood plans should consistently be used in planning decisions.
Neston	• More housing on fringe of local hubs and villages around Neston to accommodate growing families who work from home.

Responses received on the Homes theme	
Topic	Summary of comments
	- Carry out a new survey of housing need and land supply for Neston. - Provide small affordable homes for young people in Neston, and conduct a new survey of housing need and land supply for Neston.
No Mans Heath	Deliver housing in smaller settlements, such as No Mans Heath.
Norley	Always use the Neighbourhood Plan for planning decisions in Norley, and protect and enhance existing facilities and services.
Northwich	- Build more rentable flats for single young people in Northwich. - Replace Barons Quay with affordable housing, maintain the settlement hierarchy and definition of Northwich including smaller settlements such as Davenham, note that land north of Manchester Road can deliver affordable housing.
Planning	- Work to avoid vacant properties/retail units. Ensure all development is constructed sustainably and the highest standards of energy efficiency are built into all planning applications and retrofit existing residential property. Release infill plots around villages and local hubs and allow more self-build plots. Enforce 400m walking distance from homes to bus stops across the borough. A condition of building houses should be to return empty properties to a useable condition. Support individuals / families to build sustainable homes and smaller site, high quality development opportunities. Avoid retrospective planning. Small site housing allocations to support village services. Tighten the settlement boundaries around Key Service Centres and review KSC's so that necessary infrastructure (health, education etc.) is planned in line with population increases. Be stricter/ review policy DM 24 to avoid building in the greenbelt and prioritise brownfield land, if greenbelt is released it should be affordable social housing, PassivHouse standard and well-served by public transport. - Require sustainable construction and good design as part of the planning process and insist and enforce delivery of affordable housing. Consistently apply planning conditions on annex accommodation and apply neighbourhood plans in planning decisions. Use s106 money for benefit of community, to meet infrastructure needs and for wildlife. Prioritise brownfield

Responses received on the Homes theme	
Topic	Summary of comments
	land, protect open countryside but provide a variety of housing sites to meet housing needs, including sites outside of settlement boundaries. Local Plan should be reviewed extending the plan period up to 2045, considering adopted housing requirement of 1,100 dpa, as a minimum starting point. Past delivery, economic objectives, population estimates/projections indicate a housing requirement greater than the standard method of at least 1,200 dpa, approaching 1,900-2,000 dpa to deliver LEP/SEP aspirations. Strategy should Focus development in accessible locations served by existing sustainable transport and Plan for growth in rural settlements with facilities and services and on the edge of larger settlements and significantly increase the amount of new housing in Key Service Centres. Up-to-date evidence and an updated Strategic Housing Land Availability Assessment is required.
Previously developed land	- Brownfield sites should be used for new developments wherever possible. - Prioritise/focus on brownfield sites. - Prioritise use of brownfield land.
Public transport	Chester is well served by public transport.
Renewable energy	New builds to contain solar panels.
Self-build housing	- Self-build and one-off housing should be encouraged if designed in a sustainable manner. - Encourage self-build housing.
Student accommodation	- Encourage students to occupy University accommodation and the many purpose-built apartments in the city (by working with the University and continuing to refuse planning permission for any other use for the apartment buildings). - Restrict student accommodation to certain areas and to purpose-built schemes, update housing requirements to take account of needs for student housing.
SuDS and drainage	Drainage and infrastructure should be designed to withstand more extreme weather events and should be in place before the construction of homes.

Responses received on the Homes theme	
Topic	Summary of comments
Sustainable construction	- Construct sustainably so that buildings remain sustainable post-occupation and in perpetuity by considering embodied energy. Hire specialist building companies and architects to deliver sustainable construction. Strive for BREEAM excellent on all new development. - All new builds/ conversions/ extensions to be low carbon or net zero, in terms of materials, embodied carbon and energy requirements as requirement of planning permission. Include solar panels, heat pumps, high standard of insulation, EV charging points. Repurpose empty office and industrial buildings, where possible retrofit rather than demolish.
Tarporley	Protect corridor of open countryside between villages of Tarporley, Tattenhall and Waverton and prevent further urban sprawl.
Tattenhall	Protect corridor of open countryside between villages of Tarporley, Tattenhall and Waverton and prevent further urban sprawl.
Town centres	- Convert empty retail space to housing. - Increase housing within or close to town centres and reuse empty retail/commercial space for housing.
Walking and cycling infrastructure	Make the most of Chester Millennium Cycleway and encourage more homes in villages like Guilden Sutton, potentially reducing vehicle commutes.
Waverton	Protect corridor of open countryside between villages of Tarporley, Tattenhall and Waverton and prevent further urban sprawl.
Winsford	Too much house building in Winsford without infrastructure and the town shopping area remains a complete mess.
Working from home	- More housing on fringe of local hubs and villages around Neston to accommodate growing families who work from home. - Include working from home space.

Health

Responses received on the Health theme	
Topic	Summary of comments
Active travel	- Encourage increased levels of physical activity to reduce isolation and increase wellbeing through schemes such as: school zones, walking incentives and removal of bus stops. Make roads safe for cyclists and give cyclists/walkers priority over motorists and encourage affordable cycle hire schemes. - Encourage active travel through provision of walking and cycling infrastructure. - Locate development where it will encourage walking and cycling, near amenities.
Agricultural practice	Eat less meat.
Air pollution	Concern over incinerator and traffic emissions.
Approach	Ask experts in the NHS do talks and presentations and provide tips for how to keep healthy both physically and mentally. Understand why students travel to school in the way they do.
Chester	- Enforce/ prevent illegal use of e-scooters and cycles in Chester city centre, on pavements and on the Greenway. Improve the offer at the museum and castle. Improve the standard of healthcare at the Countess. - Look at "sectorising" Chester so that vehicles have to go round, whilst walking and cycling routes are direct and safe. Improve data availability of the pollution monitoring stations such as Boughton.
Cuddington and Sandiway	- Need a GP Practice in the village. Noise and air pollution-levels along the A49 in Cuddington should be tested. The footpath from the White Barn pub to Sandiway school is totally inadequate - make Norley road one-way for access only and increase the width of the pavement. - Find alternative provision to take over Sandiway GP Practice. - Proposed housing site at Warrington Road, Cuddington.
Design	Design development proposals to deliver improved health and wellbeing, including larger accessible and adaptable homes to meet the needs of an ageing population.

Responses received on the Health theme	
Topic	Summary of comments
Extra-care/ specialist housing	• Support and provide for specialist care housing schemes. • Support and increase number of care homes and specialist housing schemes for older people. • Identify opportunities for specialist or extra care accommodation.
Green space	• Preserve and enhance local wildlife spaces to encourage community engagement with the introduction of quiet corners with benches, outdoor gym kit, flowers and flower-rich meadows. Exclude dogs from exercise areas of public parks an routes to and from the sites should be made safe for walkers, including young children and frail people. Ensure there's a green space within 15 minutes' walk of every town or village resident and free or low-cost transport to country parks and green spaces. All new developments to have publicly accessible green space and all new green spaces should be well-maintained. • Set out clear policies to identify, protect and enhance green spaces, especially in rural areas, and recognise that canals provide access to open space and nature. • Access to outdoor green space was identified as a important, including private amenity space, shared outdoor space, countryside. Existing green space designations should be retained, and areas of countryside allocated to link them. Green spaces and trees should feature in all redevelopment schemes.
Greenfield land	• Greenfield sites provide more affordable housing.
Helsby	• Bike/ scooter/ skate pump track in Helsby. Helsby Health Centre has not expanded despite many 100's of new houses being built around Meres Edge. • Support for a cycle pump track, a swimming pool and proposals to make old railway line between Helsby and Mouldsworth into a greenway for walking and cycling, and s106 funding to improve capacity of Helsby Health Centre. • Development in Helsby can meet needs and reduce climate change.
Highway maintenance	• Maintain existing walking and cycling infrastructure to high standard.

Responses received on the Health theme	
Topic	Summary of comments
Highway safety	- Enforce laws against cyclists and e scooters riding on pavements restricted access roads. Analyse and reduce air pollution, noise and safety by reducing the number of vehicles on the road in urban centres. - Concern over safety and lack of enforcement of use of e-scooters and cycling on pavements and pedestrianised areas.
Housing	Provide modern good quality housing, and larger housing schemes deliver social and physical infrastructure. Maintain housing delivery at recent levels.
Infrastructure and services	- Support a GP Surgery in Sandiway and the potential expansion of Helsby Health Centre. - Ensure access to GP surgeries and hospitals, liaise better with NHS and fund through s106. Provide and invest in community facilities. - Large housing schemes can deliver social and physical infrastructure.
Mouldsworth	Make old railway line between Helsby and Mouldsworth a greenway for walking and cycling.
Neston	Invest in local community facilities such as the Civic Hall and Town Hall and the expansion of safe and appropriate cycle and pedestrian routes in and around Neston.
Northwich	Provide free or extremely low-cost transport to Marbury Park and Anderton.
Planning	- The health review should encourage adequate provision of GP services and discourage development if they don't exist or are withdrawn. Ensure appropriate level of S106 developer contributions for healthcare is used in the location of development, this should reflect the increased demand from additional housing and the population mix. - Increase S106 funding for health to reflect housing/population mix and better liaison with NHS bodies is needed by planning. - Health should be considered in the Local Plan process and include the comprehensive planning of sites, recognising that all settlements and sites adjacent to settlements offer opportunities to achieve development. It is important to maintain housing delivery at recent levels and to carry out a Local Plan review immediately.
Recreational routes	Canals offer direct walking and cycling routes into town centres and old railway lines can be used for walking and cycling.

Responses received on the Health theme	
Topic	Summary of comments
Sport/ recreation facilities	• Support bike/ scooter/ skate pump tracks, particularly outside of Chester. • Various suggestions for new and improved sport/recreation facilities including cycle pump track and swimming pool. • Housing developments to provide/have access to sport and recreation facilities.
Sustainable construction	• Reduce fuel poverty through better insulated houses. • Build thermal and energy efficient homes to create healthier dwellings.
Tattenhall	• Proposed housing sites at Chester Road, Tattenhall.
Trees	• Trees should feature in all redevelopment schemes and extend TPO protection to trees taller than 10m.
Walking and cycling infrastructure	• Prevent e-scooters from using walking and cycling infrastructure and expand safe walking and cycling routes. • Facilitate more walking and cycling and maintain infrastructure to a high standard.

Travel

Responses received on the Travel theme	
Topic	Summary of comments
Active travel	• Encourage cycle rental schemes. • Provide safer walking and cycling routes. • Prioritise and facilitate walking and cycling and require walkable neighbourhoods.
Approach	• Re-phase pedestrian crossing lights to cut waiting times for active travellers at crossings. • Recognise the lack of/provide better public transport in rural areas – community transport is not the answer.
Beeston	• Open Beeston rail station.
Bus services and routes	• Consider a campaign on social media for the reduction in bus fares to encourage more use. Create a multi-bus operator ticket for the borough. • Allow senior bus passes before 9:30, make bus travel affordable. • Consider a bus to Chester that goes straight along the A41. Review bus times to rural suburbs from Chester and improve evening and Sunday buses throughout the borough. Put more funding into bus routes and install Real Time Information at more bus stops. • Provide and improve frequent and affordable bus services, that also serve rural communities, that link to train stations. • All development should be within 400m of a bus stop and bus lanes/services included or improved.
Chester	• Build an extra Dee crossing in Saltney to relieve congestion in city centre and on Grosvenor Bridge and introduce congestion charges for non-residents in Chester city centre. Support small electric buses serving residential areas within 2 miles of Chester city centre. Remove the current one-way system in the city and repair and maintain the roads and pavements around Chester. Consider a permit holder scheme for the area inside the A41 and southerly bypass. • Do not re-introduce bus/cycle lanes. Create safe cycle specific routes into and around the city and tidy up Greenway and provide bike parking facilities. Re-prioritise road space for walking and cycling around Chester e.g. Pepper Street/ Bridge Street junction, and Grosvenor

Responses received on the Travel theme	
Topic	Summary of comments
	Street southbound and provide a pedestrian bridge across Dee at Sandy Lane. Reduce speed limits and monitor/ enforce unsafe use of pavements by cyclists and e-scooters. All streets, within inner ring road and city walls should be pedestrianised. Support for inclusion of a third river crossing and Chester Western Relief Road in the Local Plan. Concern over speed of traffic, use of e-scooters and cycles and conflict with pedestrians.
Cuddington and Sandiway	Warrington Road, Cuddington is a sustainable site for housing development close to schools, services and employment.
Cycle parking	- Provide secure storage for cycles in town centres. - Increase the amount of secure cycle parking.
Delamere	Extend the Greenway into a network so families can cycle between Chester and rural areas like Delamere, the Sandstone Ridge etc.
Dodleston	- Infrequent and expensive bus service, especially between Dodleston and Chester. - Safe and sustainable travel options are needed for the Dodleston primary school catchment.
Ellesmere Port	Utilise disused railway line as green walking/cycling routes along North Road and under Rossmore Road East.
EV charging	Make EV charging mandatory across all developments.
Helsby	- Push-button crossings across the A56. - Facilitate better use of cycling to train station, residents only parking around station area, and push button crossings on A56.
Highway maintenance	- Maintain road surfaces, cycle paths, grass verges and canal towpaths to a better standard. - Maintain existing walking and cycling infrastructure to high standard.
Highway safety	Enforce laws more strongly on E-scooter and electric-assisted cycles (such as Deliveroo/UberEats) riders on pavements. Consider using more push button pedestrian crossings in areas near local services. Be careful how we facilitate electric vehicle charging infrastructure ensuring pavements remain safe for pedestrians.

Responses received on the Travel theme	
Topic	Summary of comments
	• Generally, provide more safe (segregated) cycle paths, but concern over width of roads for cycling, traffic in rural villages, reduced road space due to cycle lanes and the need for safe and sustainable travel options for rural schools. • Provide a network of safe routes to schools, keep pedestrians and cyclists apart, and prevent use of e-scooters and cycles on pavements.
Housing	• Provide housing in sustainable locations.
Infrastructure and services	• Build new relief roads and introduce mobility hubs for key urban areas. • Settlements need to be more self-sustaining, and development located near existing facilities, services and infrastructure.
Neston	• Enhance rail and bus route into Neston. • Improve bus and rail routes into Neston and carry out a survey on the effect of tourism in Parkgate and Neston.
No Mans Heath	• No Mans Heath can be a sustainable location for development.
Northwich	• New housing in Northwich is putting pressure on highways infrastructure in Whitegate. • Concern over highway capacity on King St/ Griffiths Rd.
Oscroft	• A safe cycle route between Oscroft and Tarvin.
Planning	• Avoid loading recently developed areas (e.g. Wrexham Road) with anymore development and avoid building out of town and facilitating separated residential, leisure, retail, industrial and commercial areas reducing the need to travel. • Strengthen implementation of policy STRAT 10. • Local Plan review is needed. Reduce the need to drive by locating development, near to employment, services, facilities, cycle routes and public transport (within 400m of a bus stop). Follow hierarchy of modes which puts pedestrians first and commit to concept of 20 min neighbourhoods. Follow similar settlement hierarchy as in STRAT 2, with Chester and towns the focus for development.

Responses received on the Travel theme	
Topic	Summary of comments
Public transport	- Put more funding into bus routes and use more electric buses and make them more user friendly. Review Park and Ride scheme usage to confirm if it meets user needs. - Interlink public transport with cycling, walking, e-scooters and EV charging in mobility hubs. Recognise the lack of public transport in rural areas – community transport is not the answer. - Locate housing developments close to public transport nodes and improve affordable public transport.
Rail links and infrastructure	- Provide reliable and affordable rail services, reopen rural train stations and provide better cycle links and car parking. - Rail stops should be focus for new development.
Recreational routes	Promote canal towpaths as an active recreational resource.
Reduce/ limit car use	- Support the connection from the Cheshire lines into Manchester Airport. This new rail link would speed up services to Manchester due to shorten route times and reduce congestion on M56 due to less Airport traffic. Better public transport and greater coverage for Rural Villages. - Reduce the need to use cars by providing more safe cycle ways and helping villages and neighbourhoods to become more self-sufficient in leisure facilities. - Reduce the need to travel and discourage car use.
Sport/ recreation facilities	Help villages and neighbourhoods to become more self-sufficient in leisure facilities.
Tarvin	A safe cycle route between Oscroft and Tarvin and improved sports facilities within the village reducing the need to travel to Chester and elsewhere.
Tattenhall	Chester Road, Tattenhall is a sustainable site for housing development close to schools, services and employment.
Town centres	- Improve access for cycles in towns and provide secure storage for cycles. - Widen pavements to 2m, especially in town and local shopping centres.

Responses received on the Travel theme	
Topic	Summary of comments
Walking and cycling infrastructure	- Consider making road space less car orientated with wider pavements. Remove cycle lanes. 'Joined up' and safe walking and cycling routes such as extending the greenway into a network. Consider Active Travel Plans for major developments and encourage better use of cycling to train stations through improved routes and links to stations. Expand and complete the Local Cycling and Walking Infrastructure Plan into a network of cycling and walking routes. - Provide more and improved dedicated walking and cycling infrastructure, cycle lanes and paths, that link to train stations. Reallocate road space within town centres for walking and cycling and lower speed limits, and support national cycle path along HS2 route and integrated cycleways in new relief roads. - Maintain existing infrastructure to a high standard, provide segregated walking and cycling paths in new developments.
Winsford	- Additional funding to provide Chester to Winsford bus routes. - New housing in Winsford is putting pressure on highways infrastructure in Whitegate.

Environment

Responses received on the Environment theme	
Topic	Summary of comments
Chester	• Pedestrianise more areas of Chester on the back of the clockwise scheme and look at a new shared space for leisure in Chester. Develop and manage key buildings in Chester: Rows, Castle, Amphitheatre, Grosvenor Museum. Incentivise independent traders over chains to promote unique shopping experiences. • Support the environment in Blacon from aviation fuel particles being dropped over homes and keep the old Oaks golf course as a natural area for walkers.
Conservation areas	• Planners with specific design and heritage training to deal with applications in conservation areas, and more conservation areas.
Cuddington and Sandiway	• Housing site at Warrington Road, Cuddington can provide additional tree cover and network of green spaces and net ecological gain.
Design	• In the green belt, do not permit anything taller than existing buildings. • Design residential development to protect natural and historic resources, have local design panels to advise on larger developments, and ensure planners with specific design training to deal with applications in conservation areas and the green belt.
Ellesmere Port	• Redevelop railway lines by the M53 in Ellesmere Port to create shared user paths to provide access to ecological networks using s106 monies. • Land surrounding Protos presents an opportunity for further ecological enhancements to mitigate any further development at Protos. • Allocate land surrounding Protos.
EV charging	• Consider ways to introduce EV charging points as set out in NPPF.
Fly-tipping and litter	• Review the opening days/hours of local recycling centres. Periodically monitor known fly-tipping sites and foster support for local litter picking teams. Install more bins in local settlement areas.
Green belt and countryside	• Restrict development of existing buildings in the Green Belt to those that pre-date the current local plan, and that that nothing should be permitted that is taller than existing buildings. Set

Responses received on the Environment theme	
Topic	Summary of comments
	the boundaries of the Sandstone Ridge AONB to maintain the visual benefits of the green belt. Planners with specific design and heritage training to deal with applications in the green belt, and restrict development of existing building in the green belt to those that pre-date the current Local Plan and do not permit anything taller than existing buildings.
Green roofs	A requirement for green roofs for all new buildings and renovations, which can be installed alongside solar collectors for electricity and hot water. Brown roofs could be encouraged for industrial buildings.
Green space	- Ensure management of all green space created during development for at least the life of the development. Manage green spaces to encourage flowers and insects including pollinators. Create more semi-natural greenspace in easy reach of people. - Private and shared green spaces and trees should feature in all redevelopment schemes, and maintain existing green space designations and allocate areas of countryside to link them.
Heritage assets	- Show more respect for our heritage in planning decisions - heritage is a major tourism asset. - Consider effect on viability of historic buildings, protect historic buildings and allow for modification.
Highway maintenance	- Clean road signs and maintain grass verges. - Maintain existing walking and cycling paths to a high standard. - Maintain existing walking and cycling infrastructure to high standard.
Highway safety	Enforce speed limits that are currently in place.
Housing	- Improve the quality of new housing. - New housing can enhance the natural and built environments through provision of landscaping, tree planting and ecological enhancements.

Responses received on the Environment theme	
Topic	Summary of comments
Low carbon energy	• Provide a positive policy context, including the allocation of land, to support investment in low carbon and renewable technologies. • Provide positive policy context to support investment in waste, recycling, low carbon and renewable technologies.
Neston	• Neston needs its own vision statement in the Local Plan. Carry out a survey into to the effect of tourism in Parkgate and Neston and how it could be facilitated by transport links, encouraged and supported. • Carry out new survey of housing need and supply for Neston, and carry out survey on the effect of tourism in Parkgate and Neston and how it could be facilitated by transport links.
Northwich	• Protect tree planting in town centre until they are established.
Parkgate	• Carry out a survey into to the effect of tourism in Parkgate and Neston and how it could be facilitated by transport links, encouraged, and supported.
Planning	• Promote use of river freight - Policies requiring Construction Management Plans should at least 'strongly encourage' the (re)use of the river for the transportation of the site's construction materials. Greater level of enforcement on planning applications that do not meet policy. Stronger emphasis on design through planning such as panels that scrutinise the design of proposals or specific training for planners. Ensure green belt is only development on as a last resort however a refresh of the evidence base is required to review options.. • Each market town should have its own vision statement in the Local Plan. Use s106 money to provide biodiversity net gain, show more respect for heritage in planning decisions, create and protect wildlife corridors and restrict the development of existing building in the green belt to those that pre-date the current local plan. • Consult local people in the early stages of planning, produce masterplan-led neighbourhoods and include a vision statement for all Key Service Centres.
Public transport	• Ensure local transport is accessible for disabled people.
Reduce/ limit car use	• Direct growth to settlements where residents will not be car dependent.

Responses received on the Environment theme	
Topic	Summary of comments
Renewable energy	Provide positive policy context to support investment in waste, recycling, low carbon and renewable technologies.
Sustainable construction	All new buildings should be PassiveHouse. Explore how to upgrade existing buildings to zero-carbon in use.
Tattenhall	Development at Chester Road, Tattenhall will deliver net ecological gain.
Trees	- Plant more trees along roads and pavements and encourage tree planting in gardens with support. Protect newly planted trees in town centres until they are established. - Plant trees and hedgerows next to footpaths. - Trees should feature in all redevelopment schemes. Monitor removal of hedges and trees, extend TPO protection to trees taller than 10m and plant hedges on Council land instead of fencing. Note that new housing can enhance the environment through provision of landscaping, tree planting and ecological enhancements.
Walking and cycling infrastructure	- Make streets and roads in and around towns wider and more convenient for pedestrians and bikes. - Maintain existing walking and cycling infrastructure to high standard.
Waste/ recycling	Better rubbish/ fly tipping clearances and improved waste recycling provision.
Winsford	Empty waste bins and maintain open spaces, especially the Flashes and Marbury Park.

Any other issues or comments	
Topic	Summary of comments
Affordable housing	There is a shortage of smaller, affordable bungalow house types. The Council build affordable homes to buy and rent for people with a local connection, on its own land in or adjacent to settlements.
Agricultural practices	Policies should support the development of agricultural businesses and recognise the importance of the rural areas in the region.
Approach	- There is no reason to review current Local Plan as it is relatively up to date and has been consulted on. - Any planning applications in the green belt should be required to provide a carbon account to prove environmental acceptability.
Biodiversity	- Restrict development on important wildlife sites. - A revision of the Local Plan should consider issue of recreational disturbance of Mersey Estuary SPA/ Ramsar/ SSSI and the Council should join the Liverpool City Region (LCR) Visitor Management Strategy (VMS) which aims to set out an evidence base and strategic mitigation scheme to mitigate for recreational disturbance at a LCR level.
Bus services and routes	Allow development in settlements on a regular bus route.
Chester	Support existing restaurants and outdoor dining proposals on Northgate Street, define Chester 'old town' and promote for pedestrianisation, open spaces and housing, and demolish Dee House and use site for education/ tourism uses.
Conservation areas	Restrict development in conservation areas.
Cycle parking	Provide safe and secure cycle parking and storage.
Design	Strengthen approach and consideration of design in evaluating planning applications.
EV charging	The demand for EV charging points will require reconfigured future electricity network and for existing network assets to be retained.

Any other issues or comments	
Topic	Summary of comments
Green belt and countryside	- Continue to protect green belt land and restrict development, unless designation inconsistent as a result of other changes. - Review the green belt and allocate land for development but strengthen the Local Plan to protect open land in the countryside from development.
Green space	Restrict development on important areas of green space.
Helsby	S106 is not being used effectively by CWAC to support the needs of the Helsby community - more dialogue is needed for effective use identification.
Highway maintenance	The current state of the roads is poorly maintained and inadequate.
Hooton	Remove land north of Hooton Road, Hooton from the green belt and allocate for development.
Housing	Recognise economic benefits of new housing development and increase the housing requirement to meet affordable housing needs, reflect the higher rate of housing building over the past 5 years, drive economic recovery and include at least 10% on sites larger than 1 ha.
Infrastructure and services	Allow development in settlements with shops, services and community facilities. Local Plan should prevent conversion of pubs to housing or other uses, and have regard to the existing electricity network.
Jobs and training	Be more ambitious with economic objectives and increase the housing requirement to attract workers.
Low carbon energy	Energy proposals should not displace or adversely impact on existing electricity network both in terms of land rights for that network and operational requirements.
Neston	- Neston should have its own vision statement in the plan and have its transport links reviewed and improved. - Recognise the employment contribution and economic potential of Neston and its hinterland in the Local Plan.

Any other issues or comments	
Topic	Summary of comments
Parkgate	Increased traffic and parking issues in and around Parkgate front being the main concern.
Planning	- Use s106 to support local communities, in consultation with Parish Councils. Development proposals should be considered in the context of an Infrastructure Plan for the area, and each market town should have its own vision statement in the local plan. Planning department, especially the enforcement function, needs to be properly resourced. - Local Plan review is required to respond to impacts of the Covid pandemic and climate change. Distribute a more homes to the Key Service Centres in response to increased number of people moving to those settlements and working from home. Each Key Service Centre should have its own vision statement. Maintain Key Service Centre facilities and services and do not alter KSC boundaries.
Previously developed land	Prioritise development of previously developed land.
Renewable energy	Update the Local Plan to identify sites for a significant increase in onshore wind electricity generation.
Sustainable construction	Require developers, to build to the highest environmental standards and to make all developments as carbon neutral as possible, including energy conservation, energy generation, use of materials and provision of ultra-fast broadband.
Winsford	Rebuild Winsford town centre.
Working from home	Revise the spatial strategy to distribute a higher proportion of homes to the Key Service Centres in response to increased number of people moving to those settlements and working from home.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
General	The Local Plan should be reviewed to: • Align with updated NPPF and guidance including environmental objectives, specialist housing for older people and First Homes. • Retain control over future direction of growth. • Maintain a housing supply with flexibility to adapt to future changes. • Deliver market and affordable homes to meet local needs and address the national housing crisis. • Facilitate the delivery of housing and care accommodation to meet the needs of older people. • Support and sustain rural communities, recognising the need for private housing. • Ensure housing delivery is aligned with economic aspirations e.g. HS2, Hynet and Northern Powerhouse Rail. • Meet the government's objective of significantly boosting the supply of homes. • Ensure young people can continue to live in the borough. • Deliver employment opportunities to meet business needs. • Remain supportive of the enhancement to businesses in existing employment areas. • Deliver sustainable travel infrastructure. • Address climate change and recovery from Covid-19 pandemic. • Meet the target of net zero CO2 emissions by 2045. • Focus on design to take account of context and local character, and to be made more concise, visual and specific. • Provide long-term masterplanning based on the National Model Design Code, setting out visually and specifically how settlements work and should develop in terms of topography, travel and location of local facilities. • Integrate the University of Chester sites (including Thornton Science Park) into their surrounding communities. When conducting a review or preparing future policies: • Plan for a period in excess of the minimum requirement of 15 years.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	• Project forwards the Local Plan's current rate of housing requirement as a minimum. • Go above the minimum Local Housing Need identified by the Standard Method. • Uplift the current Local Plan 1,100 dpa housing requirement to at least 1,200 dpa. • Take a similar approach to the Part 1 Local Plan in terms of distribution of development towards the largest and most sustainable settlements. • Review traditional spatial planning approaches and their focus on hierarchal centres. • Focus development in sustainable locations which are accessible to local services and infrastructure. • Focus on the rural hinterland of towns, with a network of villages, as sustainable locations for growth. • Maintain Chester as the main focus for growth and key driver for economic growth and review green belt. • Recognise Key Service Areas will need to play an important role in meeting future development needs. • Consider the planned provision of larger housing schemes as the preferred method of housing delivery. • Provide some town-centre residential development. • Identify new housing allocations in sustainable locations, including green belt release. • Include planned extensions to some smaller settlements. • Balance aspirational family homes and flatted developments. • Quantify the need and allocate sites for all types of specialist housing for older people. • Consider how existing communities can be retrofitted to become more sustainable. • Consult all rural communities and consider the need for growth • Ensure more equitable access to rural living, especially for those on low incomes. • Recognise that rural areas provide a range of sites better suited to self-build. • Sustainably locate growth within an eco-system of smaller rural communities that surround larger settlements. • Include a specific policy to address climate change with a focus on nature-based solutions and climate resilience.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	• Include sustainable surface water and natural flood management, climate change resilience and water efficiency measures. • End building on floodplains and assume flooding will get worse. • Adapt and reuse buildings to reduce carbon footprint of construction and urban trees to reduce temperatures. • Link the design of new developments and the provision of green and blue infrastructure. • Encourage biodiversity, capture carbon and reduce flooding through landscape adaptation and restoration. • Strengthen and expand current Biodiversity net-gain policies and include new policies in regard to the Local Nature Recovery Strategy and Nature Recovery Network. • Identify and protect all brownfield sites of high environmental value. • Address the re-use and retro-fitting of existing buildings and brownfield land. • Develop local design codes and coordinating codes based on National Model Design Guide and Design Code. • Prioritise design and use parameters for sensitive sites, and take opportunity to make mediocre buildings more attractive. • Prioritise active travel to reduce the impact of greenhouse gases, noise, accidents, road infrastructure and to promote health. • Protect and enhance the quality, accessibility and management of existing sports facilities and provide new facilities to meet demand. • Prioritise the continued provision and access to outdoor and amenity space. • Consider creating a specific HS2 policy, showing the safeguarded route on the policies map. • Consider including the HS2 Crewe Rolling Stock Depot and Infrastructure Maintenance Base as future employment sites • Note that Wincham Urban Village allocation has failed to deliver, and needs must be met elsewhere. • Increase housing supply in Frodsham to meet high market and affordable demand, and address population and tenure imbalance. • Note that shortfall in Frodsham housing delivery will only be met through greenfield release.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	Comments on the Jobs theme: • Changed working patterns likely to mean greater demand for larger homes with access to open space, and a shift towards suburban living. • Housebuilding will be a key element to CWaC's economic recovery. It generates jobs and supports local supply chains. • CWaC has a falling working age population and rising retirement age residents. • Housebuilding provides jobs and affordable, quality housing, reducing levels of net in-commuting. Comments on the Housing theme: • Housing development has many benefits, including CIL and s106 contributions for infrastructure. • To meet the nationwide target of 300k homes pa, districts outside of London will need to go beyond their standard method target to make up the shortfall. • CWaC's population will grow faster than its neighbours, driven by net migration, with more families with young children, a severely ageing population, and heightened demand for housing across all tenures. Comments on the Health theme: • Key to health is active travel, better access to blue and green infrastructure, and improving the standard of new developments • New build housing can address health impacts of poor housing design. • The provision of accessible and adaptable homes is likely to become increasingly important. Comments on the Climate theme: • The amount and location of development is key to tackling climate change. • Support any climate change policy.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	- Responding to climate change and the pandemic should focus on economic growth and environmental sustainability. - Reducing housing development will not address climate change. - Changing work and commuting patterns and decarbonisation of transport mean minimising travel may not be so important. - Provide better integration of climate and nature conservation policies within the Local Plan and deliver high quality, well designed, strategically located and multifunctional green infrastructure. - It is significantly cheaper and easier to install energy efficiency and low carbon heating measures when homes are built, rather than retrofitting. Other comments: - Concerns over recent challenges by developers that the Local Plan is out of date. - Neighbourhood Plans take years to produce and rely on volunteers and good will and have diminished weight based on 2018 NPPF. - The Norley Neighbourhood Plan should always be referred to and followed when considering planning applications in the Norley Parish. - There is no policy to sustain, protect or enhance local service centre facilities. - Rural communities have become increasingly inaccessible and been starved of new opportunities to sustain their communities, employment and services. - The Local Plan should refer to the duty to co-operate with the Marine Management Organisation and the draft North West Marine Plan, and consider policy areas relating to infrastructure, employment, climate change resilience and adaptation, landscape and seascape, heritage assets, tourism and recreation. Site specific comments: - Acton Bridge, including land to the west of Acton Lane can accommodate an appropriate scale of growth and should be included within the Settlement Hierarchy. - Land east of Wrexham Road south of Chester is a suitable, available and developable development site and should be released from the green belt.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	- Land at Waverton to the east of the sports centre should be allocated for development. - Land at Dig Lane, Frodsham is capable of accommodating housing development, subject to amending the green belt.
Vision	- The Local Plan has not been reviewed within 5 years of adoption, and should be reviewed. - Part One was not prepared in the context of NPPF para 21 which requires policies for larger scale development set within a vision of at least 30 years. - Revisit the vision for Ellesmere Port (para 2.6) to explore what development and place-making could support the economic ambition of the area, in line with the LEP's refreshed SEP.
Strategic objectives	- SO3 should support economic development to support farming, agriculture and rural areas not just diversification. - SO6 should promote meeting local housing need for rural communities ahead of market demand. - SO11 Poor air quality is not recognised as a health hazard. Local Plan should address small inadequate development with limited access to gardens and open space. - SO 14 objective should be aimed at preventing/ reversing global warming, with specific policies.
STRAT 1 – Sustainable development	Not needed. Remove and refer to NPPF para 11, the presumption in favour of sustainable development.
STRAT 2 – Strategic development	- Support policy and suggest defining sustainable hinterlands to accommodate more growth without compromising the identity of larger towns and villages through expansion. - Consider needs of rural population and changing travel patterns - Amend policy to align with ambition to create a net zero industrial cluster in Ellesmere Port and to meet the need for additional and unique land, recognising that Protos and the surrounding land is suitable for resource recovery, reducing carbon emissions, sustainable energy generation, and energy intensive uses. - Update the Local Plan housing and economic requirements, at least to 2036 or to 2041.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	• The Local Plan is more than 5 years old and should be updated and formally reviewed. • Considerably more dwellings than the Local Plan requirement or the standard method have been delivered within the plan period and plan should be reviewed to ensure that the housing land supply does not become exhausted, and to consider the relationship with employment land. • Note that a review for the purposes of NPPF footnote 39 has taken place and the housing requirement of 1,100 dpa should continue to be used for calculating the 5 year supply. • Update policy to address the need for different types of housing, within the housing requirement for: affordable housing, student housing and older persons housing. • Provide an updated assessment of: affordable housing needs taking into account delivery shortfalls; the needs of students – removing student accommodation from completions and supply data; and the accommodation needs of older persons.
STRAT 3 – Chester	• Remove student accommodation from completions and supply data and update policy to redistribute Chester shortfall to the rural area. • Support identification of Chester as key housing and economic driver for the borough. • Wrexham Road development has commenced and will deliver development for the remainder of the plan period. • Beyond the plan period, green belt release to the eastern edge and development to the south-east of Chester is required to meet future needs. • Delivering homes at primary service centres, adjacent to existing jobs, homes and transport nodes is key to reducing unsustainable travel patterns. • Review of the Local Plan is an opportunity to reconsider the roles of settlements in the borough, making the most of Chester's historic environment and museum.
STRAT 4 – Ellesmere Port	• Retain the recognition of Ince Park (Protos) but amend to reflect the evolved role of Protos and the opportunities of surrounding land currently allocated as Open Countryside and green belt.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	- Align policy with ambition to create a net zero industrial cluster in Ellesmere Port and at and surrounding Protos for resource recovery, reducing carbon emissions, sustainable energy generation, and energy intensive uses. - To remain aspirational, review plan and uplift housing requirement for Ellesmere Port.
STRAT 5 – Northwich	- Wincham Urban Village has failed to deliver and should be removed as an allocation. - Greenfield release at Davenham can meet some of Northwich's housing need.
STRAT 6 – Winsford	- Update policy to reduce reliance on the Station Quarter and identify alternative sites to the west of Winsford. - The Station Quarter should remain as an allocation, as crucial to delivering homes and the spatial strategy in the Local Plan. - A review has been carried out and the Local Plan continues to be considered up to date.
STRAT 8 – Rural area	- Support existing settlement hierarchy, but greenfield release in both green belt and countryside must be accepted to meet housing needs and allow settlements to grow sustainably – for example at Davenham, Helsby, Frodsham, Moulton, Neston and Tattenhall. - Settlement boundaries around Key Service Centres which have exceeded their housing targets, should be tightened and infrastructure capacity enhanced before further housing allowed. - Review the housing requirement now the rural area figure has been exceeded, and align with wider subregional (LEP) growth aspirations. - Include a policy for the extension of employment premises within the countryside or Green belt, adopting a permissive approach to benefit the rural economy. - Update policy to reflect total housing need including for older people in the rural area. - Amend policy to allow infill development in villages in the countryside. - Support further development in Cuddington and Sandiway subject to the provision of adequate (health) facilities. - The same restraints should apply to open countryside as green belt, when assessing the capacity of service centres to meet housing need.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	- Housing completions in the rural area, should be included in the service centre if they are in the same neighbourhood plan area. - Policy should recognise the role of the village as a sustainable location for growth, where current approach restricts development disproportionate to the needs and size of the rural population. - Develop a new strategy for the rural hinterland that delivers on the following principles, which relate well to Bostock Green: - More homes - A variety of affordable homes - New and diverse employment opportunities including mixed use - Strategic green and blue infrastructure - Connected active travel corridors - A greater number of smaller sites - Local Plan should protect overdeveloped rural areas such as Willaston and Thornton Ward and address conversion of agricultural buildings into houses, infill development in the green belt, large brownfield developments and loss of agricultural heritage. Limited infill plots remain, threatening the green belt. - Review Key Service Centre settlement boundaries to reflect current situation and provide for future needs.
STRAT 9 – Green Belt and countryside	- Amend the policy to allow appropriate levels of development in villages which are not Local Service Centres. - Update to include First Homes exception sites as permitted in open countryside in line with PPG and the Written Ministerial Statement. - Update to allow limited infill in the open countryside and villages, including those in the green belt, that are not local service centres, and in areas where no neighbourhood plan exists. - Update to reflect (less restrictive) national policy. - Update to allow solar farms as an accepted form of development in the countryside.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	- Carefully assess the need for a green belt review. - No need to change policy. - Restrict the reuse of existing rural buildings to prevent loss of agricultural heritage. - Amend policy to support development proposals at existing utility sites in the green belt or open countryside, where needed to meet future growth and environmental needs. - Amend policy to clarify which parts apply to green belt and which countryside, and update to reflect NPPF paras 149 and 150.
STRAT 10 – Transport and accessibility	Amend policy to make case for upgrades and improvements to existing transport/infrastructure network and reference HS2 Phase 2b.
STRAT 11 – Infrastructure	- Amend policy to support future investment in infrastructure to quickly respond to needs and deliver sustainable development and meet environmental objectives by water and sewerage providers. - Amend policy to make case for upgrades and improvements to existing transport/infrastructure network and reference HS2 Phase 2b.
ECON 1 – Economic growth, employment and enterprise	- Local Plan should recognise role that key employers, e.g. Encirc play in the local economy. - Policies must enable existing businesses to expand and respond to changing economy. - Request current allocation EP 2.A Land at Encirc Glass is carried forward. - Retain Ince Park, reflecting the role of Protos and opportunities of surrounding land. - Align policy with ambitions to create a net zero cluster in Ellesmere Port. - Develop a clear growth strategy that takes account of opportunities for hydrogen technology, carbon capture, the LEP's recovery plan, enterprise zones and the Cheshire Science Corridor. - Review key employment areas as essential for meeting future economic growth.
ECON 2 – Town centres	Policy should recognise need to deliver new retail/food and drink in out-of-town locations, including business parks located in the countryside – which should be an exception to requirements for a sequential test and/or impact assessment.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
ECON 3 – Visitor economy	Clarify in policy or explanatory text how unmet need for caravan and camping sites should be identified.
SOC 1 – Delivering affordable housing	- Update policy to align with NPPF para 65 and the requirement for First Homes as a proportion of affordable housing on-site. - Policy should be more robust. - There is an acute affordable housing need – if target remains at 30%, then housing requirement should be increased. - While there is little affordable housing being delivered in more affluent areas, it should not be given preferential treatment in the green belt. - Amend policy to reflect the threshold for providing affordable housing in the rural areas set out in NPPF para 64, and recognise a reduction where vacant building are reused.
SOC 2 – Rural exception sites	Amend policy to say 'within and adjacent to' to permit rural exception sites in Key and Local Service Centres washed over by green belt.
SOC 3 – Housing mix and type	- The plan should identify older persons housing needs, consider when setting the housing requirement and allocate land to meet this need. - Strengthen policy to enable Community-Led Housing by including the term CLH, noting the wider role of CLH in delivering affordable housing and including a mechanism for ensuring sites come forward at a price that is viable to deliver CLH schemes.
SOC 4 – Gypsy and Traveller and Travelling Showpersons accommodation	- The policy is more theoretical than reality based and could be amended with criteria and guidance to facilitate the development of small private family sites and consider sites as exceptions to rural and green belt policy, in the same way that affordable housing can be. - Traveller accommodation should be considered as affordable housing. - The requirement for traveller sites being developed in areas suitable for housing needs to be dropped (or identified as aspirational) and a more pragmatic approach applied. - Policy for traveller sites should look at criteria for low grade emergency stopping places, with basic facilities.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
SOC 5 – Health and well-being	Support strategic policy and suggest wording revised to support cultural, sport, recreation and leisure facilities.
8 Environmental	There is no specific policy relating to reducing global warming or to include carbon foot printing, reducing greenhouse gases, energy efficiency, encouraging walking cycling.
ENV 5 – Historic environment	Support policy.
ENV 6 – High quality design and sustainable construction	- Policy does not reflect the importance of sustainable, design and construction, given the strengthened emphasis in NPPF and National Model Design Code. - This area of planning is weak and low in priority. Developments are not in keeping with historic areas and few mitigate climate change. No detail of how much of the policy is to be achieved. - Policies on reducing the carbon footprint of new developments need to be tighter and more prescriptive. Applications that do not reduce footprint to less than 20% current mean CO2 emissions should be refused.
ENV 7 – Alternative energy supplies	- Policies on reducing the carbon footprint of new developments need to be tighter and more prescriptive. Applications that do not reduce footprint to less than 20% current mean CO2 emissions should be refused. - Align policy with ambitions to create a net zero cluster in Ellesmere Port and the need for additional land required. - Policy should recognise limited opportunities where such large scale infrastructure could be accommodated.
ENV 8 – Managing waste	Amend policy to be more flexible to allow alternative uses at Protos, and recognise suitability of surrounding land for resource recovery, reducing carbon emission, sustainable energy generation and energy intensive uses.
ENV 9 – Minerals supply and safeguarding	Further mineral reserves need permitting to ensure plan meets national and local policy objectives.

Responses received on the Local Plan (Part One) Strategic Policies	
Local Plan section/ policy	Summary of comments
	• A full resource assessment and engagement with the minerals industry is needed. • Four locations have been identified as potential borrow pits for HS2 construction.

D

Local Plan (Part Two) - summary of responses

Responses received on the Local Plan (Part Two) Land Allocations and Detailed Policies	
Local Plan section/ policy	Summary of comments
General	- Changes to Strategic Policies in Part 1, must be reflected in amendments to Part 2 detailed policies. - Growth should be proportionate to the size of a settlement and capacity of existing infrastructure. - Future policy should require applicants to provide foul and surface water strategies and for larger sites be prepared in liaison with infrastructure providers demonstrating how each phase will be coordinated.
1 Introduction	- Allow small sites for housing on former small holdings rather than using good agricultural land. - Changes to Strategic Policies in Part 1, must be reflected in amendments to Part 2 detailed policies. - Part Two policies should also be subject to a review to align with strategic aims and objectives of the development plan.
CH 1 – Chester settlement area	Revisit the policy and the evidence base which it has historically been based on and remove the Strategic Open Space designation from the land, as it is unfounded, based on out-of-date evidence, is unclear on the what the special qualities of this area are, which and does not feature physical characteristics which are worthy of special protection.
CH 6 – Chester key views, landmarks and gateways and historic skyline	- The existing Local Plan has been inadequate in creating and maintaining sustainable attractive places and respecting and enhancing local historical character. - Local design and coordinating codes need to be developed. - Design and use parameters should be prioritised for sensitive sites, e.g. the former Quicks Garage on Lower Bridge Street, the former cinema (now Mecca Bingo) by Cow Lane Bridge, and the Linenhall site and Centurion Point in Chester.
EP 1 – Ellesmere Port settlement area	Amend settlement boundary to accommodate further development and ensure the strategic aims and objectives of the Local Plan can be realised.
EP 2.A – Land at Encirc Glass	The allocation remains fit for purpose and should be retained.

Responses received on the Local Plan (Part Two) Land Allocations and Detailed Policies	
Local Plan section/ policy	Summary of comments
EP 6 – Ince Park	• The Local Plan fails to recognise the role of Ellesmere Port firms as an employer and contributor to the local and national economy. • The policy should be amended to ensure long term sensitivity to the hazard consultation zone when considering new development within Ince Park and place greater emphasis on ensuring the compatibility of different employment uses in this location. • Clearer, more specific use restrictions are needed within this policy to protect public safety. Uses or ancillary uses which result in higher numbers of people working within the area are not appropriate. • Retain the policy and amend to reflect evolved role of Protos and the opportunities of the surrounding land. • Align the policy with ambitions to create a net-zero industrial cluster in Ellesmere Port. • Amend policy to support and reflect development ambitions of: resource recovery, reducing carbon emissions, sustainable energy generation, and energy intensive uses.
N 1 – Northwich settlement area	• Review and redraw the settlement boundary in Anderton, extending to Marbury Mill. • The current boundary adjacent to the old post office does not accord with the findings of two planning appeals and recent planning approvals.
N 4 – Employment land provision in Northwich	• Support policy and retention of allocation in N 4 and N 5. • The employment land market remains strong and exerts further pressure on the expansion of Gadbrook Park to the east of the railway.
N 5 – Gadbrook Park	• Support policy and retention of allocation in N 4 and N 5. • Work is underway on delivering the allocated site west of the railway line. • Land east of the railway line is suitable and available for employment development.
R 1 – Development in the rural area	• ‘Service Centre’ concept focuses housing on areas where infrastructure does not match increased housing numbers. • Policy is too narrow and inflexible to respond to the development needs of rural estates as it is limited to infill development, redevelopment and change of use / conversations within Local Service Centres.

D

Local Plan (Part Two) - summary of responses

Responses received on the Local Plan (Part Two) Land Allocations and Detailed Policies	
Local Plan section/ policy	Summary of comments
	• Scope should be made in policy for the development of a rural estate masterplan and the emerging Eaton Design Guide. • Policy does not need to change. • Settlement boundaries around Local Service Centres should be updated to reflect current circumstances. • Amend policy where infill is acceptable in green belt settlements but not in Local Service Centres in the countryside. • Support the designation of Moulton as a Local Service Centre. • Amend policy to allow for rural exception schemes within settlement boundaries of washed over green belt villages to support and sustain local services. • Policy does not identify allocations within Local Service Centres, or identify suitable settlements as Local Service Centres. • Further settlements should be identified as Local Service Centres including Saughton and Churton. • Waverton settlement boundary should be expanded to include the original settlement to the south and include additional land east of the Village Hall. • Eccleston and Aldford settlement boundaries should be expanded to reflect their physical characteristics. • Policy should recognise the complex challenges that face rural which have the potential to threaten their future viability. • The value of the countryside is growing as towns and cities develop a greater reliance on their rural hinterlands for food, housing, energy and well-being.
R 2 – Meeting the outstanding housing requirement in Tattenhall	• Policy is unclear and not needed. • Tattenhall has comfortably exceeded its housing requirement. • Housing should reflect local needs. • New homes should be carbon neutral.
R 2.A – Land west of Ravensholme	• This land allocation is unnecessary. • Tattenhall has made the largest contribution of all Key Service Centres.

Responses received on the Local Plan (Part Two) Land Allocations and Detailed Policies	
Local Plan section/ policy	Summary of comments
R 2.B – Land to the rear of 68 to 84 Castlefields	There is no need for this policy which should be removed.
R 3 – Employment land provision in the rural area	- Support the continued designation of land to the west of Chowley Oak Business Park for B1 uses. - Land to north of the business park should be allocated for ancillary support uses including café/restaurant, pub/drinking establishment, and a hotel.
R 3.C – Chowley Oak	- Support the continued designation of land to the west of Chowley Oak Business Park for B1 uses. - Land to north of the business park should be allocated for ancillary support uses including café/restaurant, pub/drinking establishment, and a hotel.
GBC 1 – Commercial sites in the Green Belt	- Ellesmere Port Wastewater Treatment Works, Huntington Wastewater Treatment Works and Helsby Wastewater Treatment Works should be identified on the proposals map, where investment in water and wastewater needs would be acceptable. - Maintain a positive planning policy framework for Capenhurst to support long-term decommissioning activities.
GBC 1.C – Dale Barracks	- Support the policy. - Large areas of Dale Barracks outside the policy area have potential to meet future development needs.
GBC 1.E – Urengo, Capenhurst	Maintain a positive planning policy framework for Capenhurst to support long-term decommissioning activities.
GBC 2 – Protection of landscape	The Mill Brook wildlife corridor should be included.
GBC 3 – Key settlement gaps	The gaps between Tattenhall and Gatesheath and Newton should be included.

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Local Plan (Part Two) - summary of responses

Responses received on the Local Plan (Part Two) Land Allocations and Detailed Policies	
Local Plan section/ policy	Summary of comments
T 1 – Local road network improvement schemes	Support Chester Western Relief Road, with benefits for congestion and pollution.
T 3 – Railway stations	Support reopening of a station in Tattenhall, with benefits in reducing traffic and carbon footprint.
T 4 – Rail corridors	Tattenhall to Whitchurch is included and should be retained.
M 2 – Mineral safeguarding areas – prior extraction of minerals	- Aggregate demand from development sector should not be considered. - Council regularly overlooks importance of minerals safeguarding when assessing planning applications. - Development Management officers and Members of Planning Committee should receive training.
M 4 – Proposals for exploration, appraisal or production of hydrocarbons	Policy is at odds with Climate Emergency and aims of section 18 of mitigating and adapting to climate change.
DM 1 – Development of previously developed land	- Support the inclusion of countryside in the policy. - Support that policy allows for redevelopment of previously developed land within settlements. - Policy should allow replacement buildings in the countryside for alternative uses, where there have been reasonable efforts to find an occupier for the existing building.
DM 2 – Impact on residential amenity	- Housing should not be located close to wastewater treatment works. - Suggest a new policy to ensure that occupiers of new development will enjoy an appropriate standard of amenity and not be adversely affected by neighbouring uses and vice versa. - Policy should include 'air quality' in addition to 'odour' for considering impact on residential amenity.

Responses received on the Local Plan (Part Two) Land Allocations and Detailed Policies	
Local Plan section/ policy	Summary of comments
DM 4 – Sustainable construction	- New dwellings should be required to meet the higher National Housing Standard for water consumption of 110 l/p/day, non-domestic buildings should be expected to achieve BREEAM ‘Excellent’, and surface water should be managed close to its source. - Embrace all water efficiency measures including rainwater recycling, green roofs and water butts.
DM 5 – Protection and refurbishment of employment land and premises	- Policy is out of date as refers to old Use Classes Order and fails to acknowledge recent permitted development changes. - Delete criterion ii requirement for 12 months marketing as contrary to NPPF para 123 and new permitted development rights.
DM 7 – Rural diversification of land based businesses	- Policy is negatively worded and cumbersome and prohibits meaningful rural diversification – in particular the requirement to produce a farm plan. - Policy is at odds with government’s agenda to widen permitted development rights and allow farm diversification. - Support approach to farm shops. - Policy lacks guidance for proposals to open a new shop that is not connected to an agricultural business (e.g. village shops) which should be viewed positively.
DM 10 – Caravan and camping sites	Add a caveat recognising that not all countryside locations are accessible by public transport, and that people using camping and caravan sites typically travel by private transport.
DM 15 – District and local retail centres	Update/ revise policy to reflect new Use Classes Order and new permitted development rights, which generally allow change of Class E to Class C3.
DM 17 – Advertisements	- Criteria with reference to illumination of advertisements should be deleted from the policy. - Amend the policy to clarify that criteria will be applied where it is in the interests of amenity. - Guidance on various forms of illumination that are generally acceptable should be clarified or deleted.

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Local Plan (Part Two) - summary of responses

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Local Plan section/ policy	Summary of comments
	- The criterion that advertisements should be located below first floor level is unrealistic and fails to take account of existing signage and should be deleted or replaced with more general advice. - The policy should adopt a more supportive approach to advance signs.
DM 19 – Proposals for residential development	- Amend policy to reflect at least the green belt exceptions as acceptable development. - Policy should be more flexible in recognising that previously developed land in the countryside will have less accessibility to public transport and local services. - Policy should recognise that large sites in the countryside can support new public transport services. - Delete criterion 7 iv in the light of changes to permitted development and the Use Classes Order which allow changes of use from employment to residential.
DM 20 – Mix and type of new housing development	- Support the need to deliver a mix of house type/ tenures. - Council should ensure that its Housing Market Assessment is up-to-date, and that Housing Register information is publicly available. - Imposing a standard housing tenure split is not always appropriate.
DM 21 – Development within the curtilage of a dwellinghouse	Amend policy to reflect that there is scope to enhance the appearance of existing properties where they are currently of poor design.
DM 22 – Change of use to dwellinghouses and residential conversions	- Delete criterion I as outdated and inconsistent with NPPF in requiring a building to be currently redundant or disused. - Policy should allow for change of use of buildings that are in use, where it can be shown that there is no prospect of that building being used by another occupier.
DM 24 – Rural exception sites	- Expand policy to enable limited affordable housing in settlements not classed as Key or Local Service Centres which have basic services (bus service and primary school). - Strengthen policy by including reference to Community Led Homes as mechanism for delivering affordable rural housing in all rural settlements and outside of key and local service centres.

Responses received on the Local Plan (Part Two) Land Allocations and Detailed Policies	
Local Plan section/ policy	Summary of comments
	• Requiring Parish Council collaboration with housing needs assessments has acted as a significant blockage to rural exception site development. • Amend policy to address situation where a Parish Council does not wish to collaborate on an assessment of local housing need. • Amend policy to allow for rural exception schemes within settlement boundaries of washed over green belt villages, to support and sustain local services.
DM 26 – Specialist accommodation	• Retain a detailed policy relating to specialist housing, but review and amend policy to: ◦ Make reference to and use terminology and typologies consistent with Planning Practice Guidance (PPG). ◦ Support all forms of specialist housing for older people. ◦ Clarify what scale of development any mix and type requirements apply to. ◦ Support the delivery of large-scale care village developments in out of settlement locations. ◦ Review evidence base to conclude whether specialist for older people housing can deliver affordable housing. ◦ Set out different affordable housing requirements for specialist housing compared to market residential development. ◦ Recognise the acute need for new specialist housing.
DM 29 – Health impacts of new development	• Embrace the concept of ‘Active Design’ in masterplanning of major new housing and mixed-use development schemes.
DM 31 – Air quality	• The policy fails to recognise that even small-scale developments and retail sites may contribute to poor air quality. • Air quality assessments are not undertaken at all in the rural area.
DM 32 – Land contamination and instability	• Policy should be retained.

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Local Plan (Part Two) - summary of responses

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Local Plan section/ policy	Summary of comments
DM 36 – Provision for sport and recreation	- An Indoor Built Sports Facilities Strategy should be prepared. - Support current policy because needs assessment and use of Sport England's planning tools has been kept up to date. - The Local Plan should allocate new playing fields to accommodate replacement where required. - Amend policy to recognise and support proposals for outdoor sport and recreation.
DM 39 – Culture and community facilities	- Support the policy. - Retain the policy to protect cultural, community and social facilities from unnecessary loss. - Policy should place emphasis on 'protecting' facilities rather than 'supporting' loss.
DM 41 – Sustainable Drainage Systems (SuDS)	- Future policy should follow the planning practice guidance hierarchy of drainage options for surface water, which identifies that the public combined sewer as the least preferable option. - Flood risk and surface water management should be two separate policies. - Surface water should be managed close to its source as possible and mimic current natural discharge on greenfield sites. - On previously developed land, follow the surface water hierarchy targeting a greenfield run-off rate, with a minimum reduction of 30% (and 50% in critical drainage areas). - Site drainage should form part of a high-quality green and blue environment, with multi-functional benefits. - Applications should be supported by maintenance and management regimes, site-wide infrastructure strategies and foul water drainage strategies.
DM 43 – Water quality, supply and treatment	- Support a standalone policy relating to water quality. - Applicants should consider the potential impacts on water quality resulting from the design, construction, and operation of proposed development. - Development proposals should include measures to reduce any risk to the water environment and aim to protect and improve water quality. - Development proposals within Groundwater Source Protection Zones must accord with the latest national guidance on Groundwater Protection.

Responses received on the Local Plan (Part Two) Land Allocations and Detailed Policies	
Local Plan section/ policy	Summary of comments
	• Include a policy which identifies the need to engage with the statutory undertaker for water to determine whether any proposal is on land used for public water supply catchment purposes. • In cases of wind energy proposals on water catchment land development should be located to minimise the impact on public water supply and through risk assessments and mitigation measures in the design and construction process.
DM 44 – Protecting and enhancing the natural environment	• Policy is not pro-active in addressing climate change. • Policy must reflect current good practice guidance such as BS 8683 and that set out by CIRIA, IEMA and CIEEM etc. • Strengthen policy to apply to all development, not just protected sites. • Biodiversity Net Gain (BNG) must not replace or undermine the mitigation hierarchy. • Policy should deliver at least 20% BNG, measured using DEFRA Metric 3.0. • Strengthen and expand the policy and associated Ecological Network in line with forthcoming responsibilities to produce and manage a Local Nature Recovery Strategy and Nature Recovery Network Map.
DM 45 – Trees, woodland and hedgerows	• Policy is not pro-active in addressing climate change.
DM 52 – Solar energy	• Policy is restrictive as majority of solar farms are delivered on greenfield sites in the countryside, close to settlements they can supply. • Policy should be more flexible, at least limiting area of search for alternative sites to no more than 1 km. • Policy should take account of technical requirements including adequacy of overhead high voltage power lines.

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