



**CWAC Local Plan
Issues & Options
(Regulation 18)**

Representations

on behalf of:

**Barratt & David Wilson Homes
North West**

Chester Road, Sandiway

August 2025

Prepared by

SATPLAN LTD,
The Bridgewater Complex,
36 Canal Street,
Liverpool L20 8AH

www.sat-plan.co.uk



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1. INTRODUCTION

1.1 These representations have been prepared on behalf of Barratt & David Wilson Homes North West in response to the Cheshire West & Chester Council (CWAC) Local Plan – Issues & Options (Regulation 18) Representations – July 2025.

1.2 The representations relate specifically to Land at Chester Road, Sandiway, from this point forward, referred to as 'The Site'. A Site location plan is included at Appendix 1. The Site has been submitted at the Call for Sites Stage of the Cheshire West & Chester Local Plan and a Vision Document has also been submitted to the Council promoting the Site for a Sustainable residential development. In addition, a planning application that *seeks Full Planning Permission for residential development and the provision of associated access and infrastructure works including roads, drainage infrastructure, car parking, public open space and landscaping* on land to the south of Chester Road, Sandiway was submitted to CWAC in June 2025. These proposals comprise 154 no. residential dwellings. This application has been submitted in parallel with a planning application submitted by Redrow Homes on land to the east for 112 no. dwellings. Collectively the two proposals present an opportunity for one cohesive sustainable urban extension on land immediately adjacent to the defined settlement at Sandiway.

1.3 These representations seek to provide specific comments on the Spatial Strategy options and distribution of future growth and particularly the benefits of directing further growth to Sandiway.

1.4 The submission supports directing further development to Sandiway in line with the emerging Local Plan's vision, spatial strategy, and housing delivery requirements. Specifically, it supports Sandiway's inclusion in Spatial Strategy Options B and C, both of which involve planned growth in settlements with established services and sustainable transport accessibility. These representations also demonstrate the benefits of the Site in Sandiway and its ability to contribute to housing supply in Cheshire West in future.

1.5 The remainder of this submission is structured as follows:

Section 2 - The Site and Surrounding Area sets out the characteristics and locational benefits of the site.

Section 3 – Spatial Strategy Options- Response to Council's Questions this section seeks to provide a response to specifically the policy approach to Spatial Strategy Principles and Spatial Strategy Options.

Section 4- Deliverability this section of the report demonstrates the sites deliverability credentials.

Section 5 - Summary and Conclusions draws together the information presented as part of this submission.



2. THE SITE AND SURROUNDING AREA

- 2.1. The Site extends to approximately 9.37ha and adjoins the settlement boundary of Sandiway to the south. The Site is split into two parcels to the south of the A556 Chester Road, with Dalefords Lane bisecting the parcels. Kennel Lane forms the western boundary of the western parcel and Cockpit Lane forms the eastern boundary of the eastern parcel, with open land located to the south of both parcels.
- 2.2. The Site is split into two halves by Dalefords Lane which contains 5 residential dwellings, and a large residential care home (Sandiway Lodge). A linear strip of development lies immediately to the west, beyond Kennel Lane, which fronts Chester Road (A556) and backs onto Kennel Wood.
- 2.3. There are several developments scattered along the southern boundary of Sandiway including the residences along Dalefords Lane, Chester Road, the Blakemere Village estate, properties on Cockpit Lane, Petty Pool Activity Centre and various caravan sites, farmsteads and individual cottages and homes served by surrounding rural lanes. Whilst land to the south of Chester Road is designated as Open Countryside, it is clear the area does not lack existing development.
- 2.4. Cuddington, which lies immediately to the north, coalesces with Sandiway around Cuddington Railway Station. The Site is designated as Open Countryside within the Key Service Centre of Sandiway as defined within the current Adopted Local Plan.
- 2.5. A planning application that *seeks Full Planning Permission for 154 no. residential dwellings* on land to the south of Chester Road, Sandiway was submitted to CWAC in June 2025 (Ref. 25/02111/FUL). This application has been submitted in parallel with a planning application submitted by Redrow Homes on land to the east for 112 no. dwellings. (Ref. 25/02017/FUL) Collectively the two proposals present an opportunity for one cohesive sustainable urban extension on land immediately adjacent to the defined settlement at Sandiway.

Call for Sites

- 2.6. The Site was submitted to Cheshire West & Chester Council in 2024 as part of the Council's Call for Sites Consultation (January – March 2024). Section 4 demonstrates the sites deliverability credentials and overall benefits associated with the Site.

3. SPATIAL STRATEGY OPTIONS – RESPONSE TO COUNCIL’S QUESTIONS

3.1 The consultation seeks views to a number of questions. This representation seeks to provide a response to specifically the policy approach to Spatial Strategy Principles and Spatial Strategy Options.

Question SS 4 - Do you agree with the suggested policy approach towards the spatial strategy principles, as set out in SS 3 ‘Spatial strategy principles’ above? If not please suggest how it could be amended?

3.2 Barratt & David Wilson Homes North West agrees that the spatial strategy should follow the principle of directing new development towards previously developed sites within settlements in the first instance, but welcomes the Council’s admission that this approach will not deliver the overall housing requirement for CWAC and therefore the Local Plan will seek to develop on the edge of existing settlements in locations with the best access to public transport and existing services and infrastructure, as the next best sustainable option. The document clearly acknowledges, the key difference between the CWAC Local Plan (Part One) and the new Local Plan is a much more limited supply of previously developed land to accommodate new development, and unlike the last plan, larger areas of Green Belt and/or countryside are likely to be needed.

3.3 To meet the revised housing target of 28,710 homes by 2040, the Local Plan must distribute growth effectively. Sandiway provides a viable option to support this need without overburdening already constrained urban areas and can support appropriate and sustainable growth whilst also aligning with key strategic policies of the Local Plan.

3.4 Sandiway should be identified in the emerging Local Plan as a key location for further residential and small-scale employment growth. Sandiway’s status as a Key Service Centre in the current Adopted Local Plan demonstrates its existing amenities which make it a logical settlement capable for further growth to help deliver on the borough’s economic, social, and environmental objectives. Key Plan objectives such as SO6 (housing mix), SO5 (infrastructure provision), and SO3 (sustainable rural communities) support development in areas like Sandiway.

3.5 Development on the edge of Sandiway will assist in further contributing to ensuring it is a sustainable settlement. Additional housing growth will be subject to planning contributions which in turn will enhance and improve the capacity of local schools and healthcare services

3.6 In summary, it is considered that Sandiway is a viable candidate for future proportionate growth under the spatial strategy options outlined. The expansion of Sandiway will assist in reducing development pressure on sensitive Green Belt areas within the borough. Sandiway undoubtedly offers a sustainable, infrastructure-ready opportunity for future growth and. It aligns with both the objectives of the emerging Local Plan and the spatial principles set out in SS 3 'Spatial strategy principles' are supported.

Question SS5 - Do you agree with the suggested policy approach towards the settlement hierarchy, as set out in SS4 'Settlement hierarchy' above? If not please suggest how it could be amended?

Question SS 7- Do you think the new Local Plan should contain place-based policies for smaller settlements such as: Cuddington and Sandiway; Farndon; Helsby; Kelsall; Malpas; Tarporley; Tattenhall; and Tarvin?

3.7 Yes, to both. An individual place-based policy for each settlement and smaller settlements such as Sandiway should form part of the Local Plan Review. Identifying a clear vision, core features, key issues and clear strategy for the type, size and scale of what development will be acceptable in each settlement will be a significant benefit to the Plan and delivering future development in the borough. The opportunity to comment further on this when the appropriate detail is available is welcomed.

Question SS 8- Do you agree that in smaller settlements, the character should be protected and development should not exceed the capacity of existing services and infrastructure?

3.8 The capacity of existing services and infrastructure can be successfully improved and increased in tandem with future housing growth and existing capacity should not be a barrier to growth. The infrastructure required to deliver the homes in Sandiway can be delivered in partnership with the Council, stakeholders and developers in a phased, comprehensive and coordinated way which is responsive to community needs. Through a combination of direct on-site improvements and financial contributions, developments can ensure that essential services and facilities can support the proposed growth sustainably and effectively.

3.9 In terms of character, whilst all new development brings inevitable change, this is often a subjective matter and the opportunity to create an evolving character in smaller settlements should not be dismissed.

3.10 For example, the proposed residential development at Chester Road, Sandiway seeks to respect and enhance the local landscape, respond sensitively to Sandiway’s semi-rural identity, which delivers essential housing in a way that complements the existing settlement. As such, the character of Sandiway will not be adversely harmed, and is considered to be an appropriate and contextually responsive extension of the settlement.

3.11 Whilst the character of areas should be respected where possible, this must be balanced with the need to meet the revised housing target of 28,710 homes by 2040. It is inevitable that the character of settlements will need to evolve to accommodate this required growth. A pragmatic approach must be encouraged.

Question SS 11 - Please select the option which is the most appropriate spatial strategy for Cheshire West and Chester:

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

3.12 For Sandiway there are growth options within open countryside locations. These options should be considered before reviewing the need for Green Belt Sites to meet the requirements for Sandiway.

Question SS 14 - Do you feel that Option A is an appropriate spatial strategy for the new Local Plan?

Question SS 16 - Do you feel that Option B is an appropriate spatial strategy for the new Local Plan?

Question SS 18- Do you feel that Option C is an appropriate spatial strategy for the new Local Plan?

3.13 Sandiway is a sustainable settlement where the level of growth should reflect a similar distribution to that set out in the current Local Plan, but with the higher housing requirement for the borough reflected within this.

Question SS 35 - Which of the identified potential growth areas around Cuddington and Sandiway do you consider to be the most suitable?

Question SS 36 - Do you have any further comments about any of the potential growth areas identified around Cuddington and Sandiway?

- 3.14 Barratt & David Wilson Homes North West welcome the identification of the Cuddington and Sandiway Growth Area, more specifically Area Reference *CUD02* identified in table B.5. The area identified for housing is also adjacent to an area identified for mixed use development (CUD03 to the South of Chester Road). Collectively both broad areas have the potential to accommodate future growth in a sustainable, integrated manner.
- 3.15 CUD02 is a logical and deliverable broad area to accommodate future. The area benefits from a sustainable location adjacent to the settlement boundary which avoids encroachment into the Green Belt. It represents a logical and well-contained extension to the village, minimising urban sprawl and maintaining and enhancing the distinct identity of Sandiway. The planning application which is currently under consideration by CWAC includes a proposed masterplan which incorporates a landscape-led and character-conscious design, ensuring new development reflects the scale, grain, and form of the existing village.
- 3.16 The LVIA which supports the planning application for the Site, concludes that any long-term impacts are minimal, the development respects the existing landscape character of Sandiway and, through thoughtful design and mitigation, avoids significant adverse effects.
- 3.17 The previously submitted Vision Document and Planning Applications which are under consideration by CWAC demonstrate there are no deliverability constraints to the development. CUD02 should be carried forward as a successful growth area in the emerging Local Plan.

Question SS 37 - Are there any constraints, including infrastructure provision, that should be considered for Cuddington and Sandiway when developing the new Local Plan?

- 3.18 During the preparation of the Planning Application for residential development at Chester Road, Sandiway, Residents raised concerns during community engagement about difficulties accessing GP services after the closure of the Sandiway GP surgery. The nearest practice is now located in Northwich, creating accessibility challenges for the elderly and families without transport.
- 3.19 Barratt David Wilson Homes North West have expressed a willingness to work with Cheshire West and Chester Council, the NHS, and Clinical Commissioning Groups to secure contributions towards new or enhanced local health care provision. As outlined in response to Question SS8 - The capacity

of existing services and infrastructure can be successfully improved and increased in tandem with future housing growth and existing capacity should not be a barrier to growth.



4. DELIVERABILITY

- 4.1. The National Planning Policy Framework requires that to be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and that development of the site is viable.
- 4.2. As evidenced in these representations, the Site is available now and offers the opportunity for the early delivery of a high-quality residential development that will provide both market and affordable housing and would make a valuable contribution to addressing housing land supply in Cheshire West and Chester within the next 5 years.
- 4.3. The level of affordable housing for this Site and elsewhere in the borough should be determined further to a borough-wide viability assessment with a strong focus directed towards realistic rates that can be delivered.
- 4.4. The Site is within a sustainable location where there is good access to services and facilities including public transport infrastructure. Given the proximity of the site to existing residential development, along with the very high levels of containment, the Site represents a logical extension to Sandiway.
- 4.5. Several detailed technical investigations have already been undertaken which demonstrate the suitability and deliverability of the site for residential development. There are no technical impediments to development. All matters including landscape, access, drainage, ecology, amenity, and infrastructure have been addressed through a landscape-led and technically robust design. Where mitigation is necessary, it is minor and achievable via standard planning conditions. The full planning application submitted by Barratt & David Wilson Homes North West very clearly evidences the deliverability of the Site.



5. SUMMARY AND CONCLUSIONS

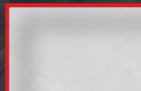
- 5.1. These representations have demonstrated that Sandiway and the Site at Chester Road (CUD02) is well-positioned for modest, well-planned growth that supports both borough-wide strategic objectives and local sustainability. New housing can be delivered without compromising the village’s character, heritage, or environmental quality.
- 5.2. The Site very clearly meets the key tests in terms of suitability, achievability and availability and therefore is deliverable. In terms of the deliverability, there are no constraints that would prevent this site from coming forward.
- 5.3. The site benefits from a strategic location adjacent to the settlement boundary and avoids encroachment into the Green Belt. It represents a logical and well-contained extension to Sandiway.
- 5.4. The scheme aligns with national and local planning frameworks, including the NPPF’s emphasis on sustainable development, boosting housing supply, and making effective use of land. The proposal supports the long-term vision for balanced rural growth, ensuring that Sandiway evolves while maintaining its rural charm.
- 5.5. In summary, Sandiway can accommodate future growth through carefully planned proposals, such as that at Chester Road. These representations demonstrate that it is possible to deliver much-needed housing in a way that protects village identity, meets infrastructure demands, and secures long-term benefits for both current and future residents.



APPENDIX 1 – SITE LOCATION PLAN



Key

 Site Boundary



Kennel Lane

Dalesford Lane

Cockpit Lane

Chester Road (A556)


Weaverham Road

School Lane

St John's Way

Premier Inn

The Blue Cap

 n*ORTH

0m 20m 40m 60m 80m 100m

Scale 1:2,500 (@A3)

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e*SCAPE 10 years
urbanists 2009 - 2019

Project Title
Land at Chester Road, Sandiway

e*SCAPE Job No.
023/016

Client
David Wilson Homes North West

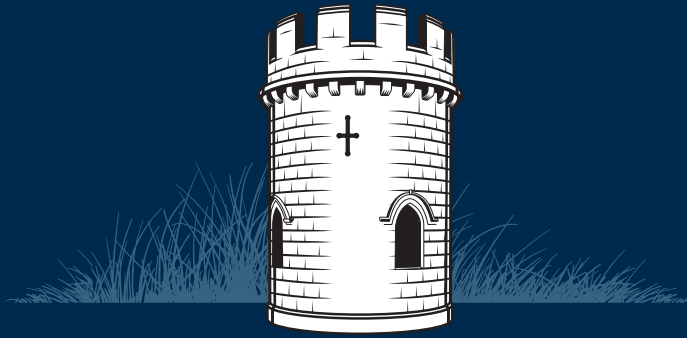
Drawing Number Revision
023-016-P001 REV A

Drawing Title
Site Boundary Plan

Scale Date
1:2,500 @ A3 August 2023

APPENDIX 2 – VISION DOCUMENT





SANDIWAY MEADOWS

CHESHIRE

VISION STATEMENT

MARCH 2024

Where quality lives.



David Wilson Homes

e*SCAPE
urbanists

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01 PURPOSE



This Vision Statement has been produced on behalf of David Wilson Homes (DWH) to support the promotion of land to the south of Chester Road, Sandiway for residential development. This document describes the Site, sets out the planning context and presents an illustrative masterplan.

The purpose of this document is to identify the Site, consider the existing and emerging policy context, set out the future vision for the Site and establish design principles to guide the future development of the site.

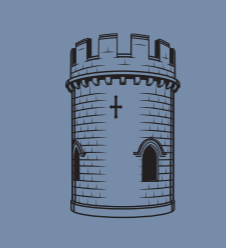
This Vision Statement has been produced on behalf of DWH by a multi-disciplinary consultancy team which includes the following matters:

- Planning
- Masterplanning
- Highways & Transportation
- Landscape
- Flood Risk and Drainage
- Ecology
- Arboriculture

The following sections of this document identify the opportunities and constraints relating to the Site and provide an Illustrative Masterplan to inform a future layout for the Site. This document also considers the Site's deliverability credentials and the numerous benefits associated with developing the Site for housing.



02 INTRODUCTION



This document establishes the reasons why this Site should be included within the Sandiway Settlement Boundary and removed from the Open Countryside, to meet the future housing needs of Cheshire West and Chester.

INTRODUCTION

The Site is located to the southern extents of the settlement of Sandiway, within the administrative area of Cheshire West and Chester Council and extends to approximately 9.37 hectares. The extent of the Site and its location in relation to the settlement are illustrated opposite.

The Site is split into two parcels to the south of the A556 Chester Road with Dalefords Lane bisecting the parcels. Kennel Lane forms the western boundary of the western parcel and Cockpit Lane forms the eastern boundary of the eastern parcel, with open land located to the south of both parcels.

The Site is currently undeveloped and is considered suitable for the delivery of up to 200 new homes.

The scale of residential development proposed would make a significant contribution to the Council's future housing supply, both in terms of market and affordable housing.

This Development Statement will demonstrate the Site at Chester Road, is an appropriate and sustainable choice for future housing delivery due to the following:

- Development will create a sustainable extension to the Cuddington and Sandiway settlement. The Site is close to existing local facilities and surrounded to the north by existing residential development.

- The Site benefits from a good location in relation to the road network and public transport and the Site is deliverable without the need for significant new infrastructure.
- Identified Site constraints can be mitigated through the masterplan and the detailed design process, thus ensuring the Site is suitable for residential development and sensitively designed with respect to the surrounding area.
- Development can provide up to 200 new homes to help Cheshire West & Chester Council meet the authority's housing needs and broaden housing choice in the short term, with commencement and completion of development possible within the next 5 years.
- The Illustrative Masterplan will demonstrate that the Site's environmental features can be enhanced to provide landscaping and a wildlife corridor to enhance local biodiversity.



View along Site's frontage with Chester Road from Daleford's Lane

SITE BOUNDARY PLAN



03 SITE LOCATION



The Site is located immediately to the south of the settlement of Sandiway to the south of Chester Road. It is ideally located to create a sustainable urban extension to the Cuddington and Sandiway settlement.

SITE LOCATION

The Site is located immediately to the south of Sandiway, across Chester Road from the main settlement, between the junctions of Cockpit Lane, Dalefords Lane and Kennel Lane. The Site lies centrally on the southern boundary of the settlement.

Cuddington, which lies immediately to the north, coalesces with Sandiway around Cuddington Railway Station.

The Site straddles Dalefords Lane which contains 5 or 6 properties which split the site into two halves. A linear strip of development lies immediately to the west, beyond Kennel Lane, which fronts Chester Road (A556) and backs onto Kennel Wood.

Whilst the main settlement is to the north of Chester Road there are scattered groupings of built development to the south which includes the homes fronting Chester Road and Dalefords Lane, the extensive Blakemere Village, properties on Cockpit Lane, Petty Pool Activity Centre and various caravan sites, farmsteads and individual cottages and homes which are served by the network of rural lanes.

These fingers and islands of development form part of the rural hinterland and character to the south of Chester Road and are integrated and softened in their locations by a patchwork of woodlands, pastures and arable fields.



04 LOCAL FACILITIES



Located on the southern edge of Sandiway village, the Site benefits from good access to a range of local services, facilities and opportunities for outdoor recreation, all within easy walking distance making it a highly sustainable location for new housing.

LOCAL FACILITIES

The settlements of Sandiway and Cuddington are well served by a good mix of facilities for the size of the two villages.

The current bus service is located at the estate shops, just a 6 minute walk from the site, and Cuddington Railway Station is within a 15 to 20 minute walk of the Site. The Site is considered to be in a highly sustainable location.

The bus service generally provides a hourly service between Chester Bus Interchange and Northwich, apart from Sundays. The rail services also provide an hourly service between Chester and Manchester Piccadilly.

Two schools are located in Sandiway and Cuddington, as illustrated in the local context plan below. Cuddington Primary school is a single form entry primary school and is located within an 8 minute walk of the Site in Sandiway and Sandiway Primary School, a single form entry primary school, is located approximately 10 minutes from the Site by foot.

Danebridge Medical Practice has their Sandiway Surgery on Weaverham Road, just a minute's walk from the western half of the Site. The medical centre is immediately adjacent to a veterinary practice.

A Chinese restaurant and takeaway, The Jade Buddha, sits directly opposite the western half of the Site and Define, a Deli, wine shop and restaurant, is located on the same frontage on the crossroads with School Lane and Chester Road.

A Premier Inn hotel is just to the east of the Site on Chester Road and is associated with the Blue Cap Inn. A second pub, White Barn, is located close to the railway station on the Forest Road (A49).

A parade of shops is located on Mere Lane within what is termed as the Sandiway Estate and includes convenience stores, butchers, greengrocer, takeaways, pharmacy, post office, library, dentist and hairdressers, all within a 6 to 7 minute walk of the Site.

Additional shops are located on Norley Road between the Village Hall and the railway station and include more convenience retailing, a bakery and a hairdressers.

Blakemere Village lies off to the west of Sandiway within a 10 minute walk of the Site and consists of a touring caravan site, glamping, holiday homes and leisure activities which sit alongside a retail village of craft workshops, food and drink outlets.

A Shell petrol filling station is located further west of Blakemere Village and is located on the junction of Chester Road (A556) and Forest Road (A49).

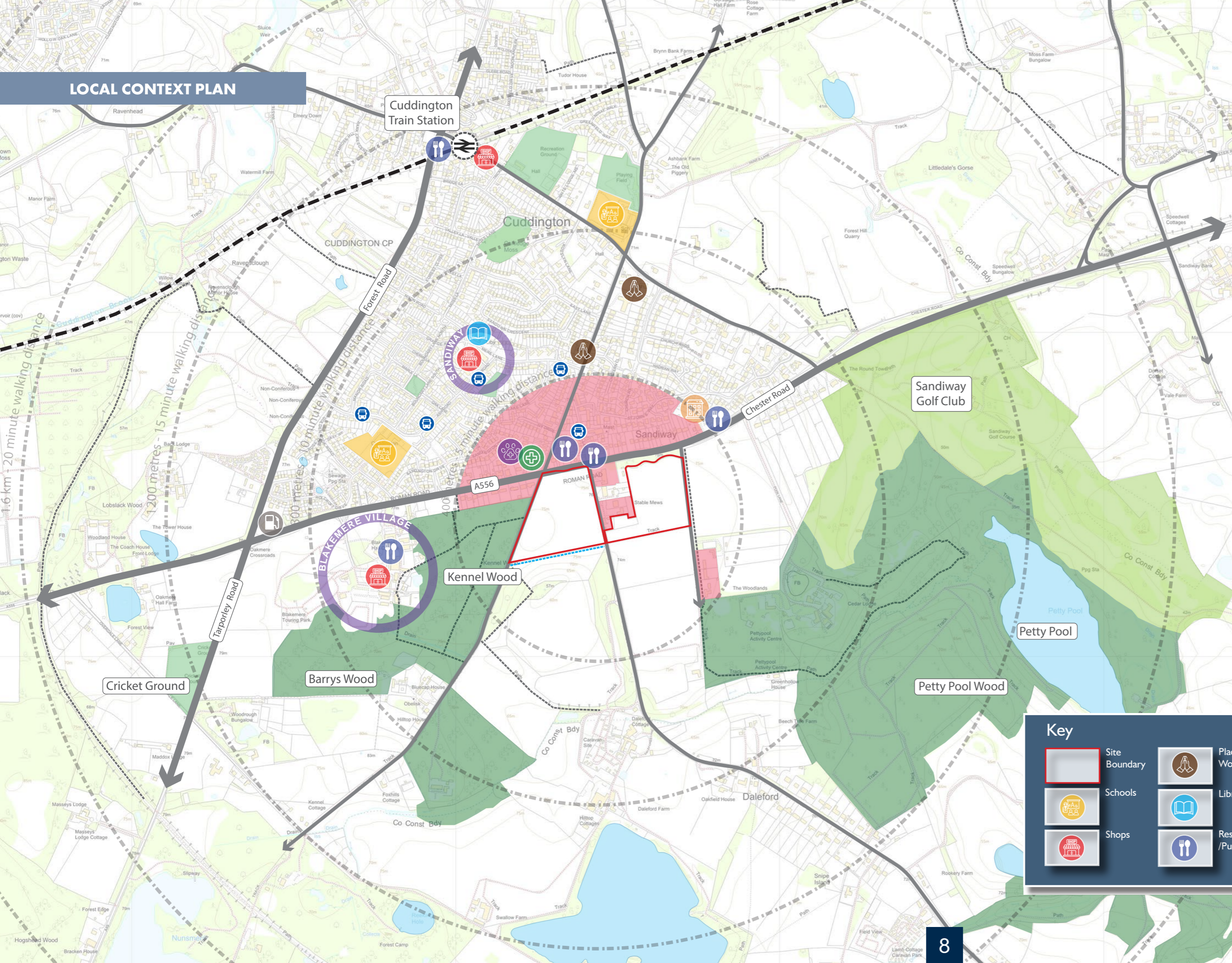


Danebridge Medical Practice on Weaverham Road



The Jade Buddha Chinese Restaurant

LOCAL CONTEXT PLAN



The site is surrounded by accessible woodlands which contain a series of footpath routes, as illustrated on the local context plan. Parks and green spaces are located within the current village envelope with the main recreation grounds to the north of the settlement adjoining the village hall.

In essence the site is located on the southern fringe of a village which has a good mix of local facilities with access to both bus and train services which connect Sandiway to Northwich, Chester and Manchester.



Parade of shops along Mere Lane



A range of local services and facilities can be found within walking distance of the site.

05 DAVID WILSON HOMES



DWH has a proven track record in delivering high quality homes across the UK and prides itself on incorporating cutting-edge design features and sustainable building practices. DWH are renowned for its commitment to quality, innovation, and customer satisfaction.

As the UK's largest housebuilder, DWH work hard to lead the future of housebuilding by putting customers at the heart of everything they do. DWH are proud to lead the industry in both build quality and customer service and are committed to driving the highest standards of design and sustainability throughout our operations. DWH are active in the land market and maintain strong financial discipline.

In 2023, DWH secured 96 NHBC Pride in the Job Awards as a Group, more than any other housebuilder for the 19th consecutive year. The housebuilder achieved the Home Builders Federation 5 Star status for an unparalleled 14th consecutive year. DWH are the most decorated major housebuilder with proven placemaking credentials and as a Group has secured 98 Building for Life 12 accreditations, 23 of which have been rated Outstanding, more than any other housebuilder combined. It is these achievements which demonstrate DWH's genuine commitment to developing high quality sustainable homes across Britain and distinguish its offering from that of its competitors.



06 PLANNING CONTEXT



The planning system should contribute to building a strong economy, boost the supply of housing to meet present and future needs, whilst also protecting and enhancing the natural, built, and historic environment.

PLANNING CONTEXT

DWH wish to explore the ambitions set out in this Vision Document with Cheshire West & Chester Council and work in partnership with the Council, the local community, and statutory stakeholders to deliver a new residential development opportunity within the framework of the Local Plan Review.

PLANNING HISTORY

It is fully acknowledged there is some adverse planning history associated with this Site – as set out further below.

DWH are highly experienced at overcoming complex issues (such as those outlined below) by working closely with Local Authorities and Local Communities to bring forward residential developments that respect and respond to the local character.

Historic reasons for refusing residential development in this location (in relation to landscape) are set out below. Section 8 on page 14, sets out further consideration of the landscape issues and how these concerns have been considered and addressed as part of the Masterplanning exercise for this Site.

EARLIER SCHEMES

An Outline Planning Application for up to 100 dwellings (12/05143/OUT) was refused by the Local Planning Authority in February 2013 due to the impact of the proposals on the landscape and character of the

settlement within the open countryside. An appeal was considered by the Planning Inspectorate in December 2013 and subsequently dismissed. Whilst the Inspector acknowledged the sustainability of the Site and that it is a Site which would benefit from the presumption in favour of sustainable development, the Inspector concluded this must be balanced against the impact and potential damage to the landscape and countryside which in their view would be 'severe and cause irrevocable damage' to the character of the clear edge of the settlement.

A subsequent Full Planning Application was submitted to the Council in 2014 for the development of 60 dwellings including associated infrastructure and open space provision (14/02755/FUL). This was refused in

October 2014 citing two refusal reasons.

Firstly, 'an unsustainable form of development within the open countryside' and secondly, 'significantly encroaching into the open countryside to the south of the defined settlement of Sandiway which results in the creation of an urban area beyond the clear edge of the settlement of a size and scale considered to have an unacceptable adverse impact upon the open landscape character and value of the locality and the built form of the village.'



06 PLANNING CONTEXT



DWH acknowledge the complex planning history of this Site and the conclusions made by both the Council and Inspector in relation to the sensitive nature of the landscape character to the southern boundary of the Site which forms the settlement edge. However, given more recent and detailed landscape assessments which have been undertaken for the Site, the developer is confident the proposals can overcome such constraints by way of a landscape led Masterplan enhanced design and mitigation as set out in Section 7 of this Vision Document.

EXISTING POLICY POSITION

The Cheshire West and Chester Adopted Development Plan consists of the Local Plan Part One (Adopted 2015) and Local Plan Part Two (Adopted 2019) and any made Neighbourhood Plans.

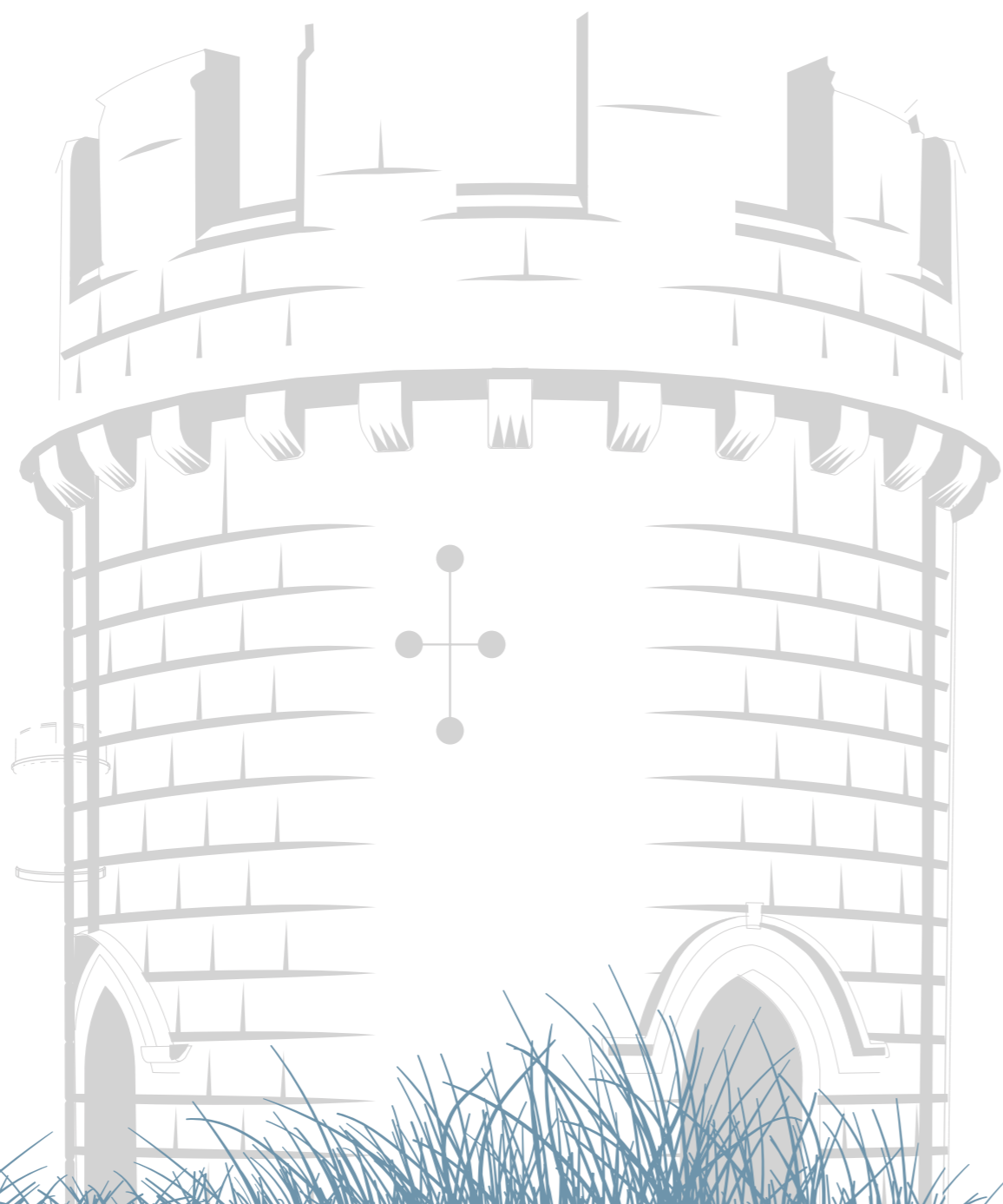
The Site is designated as Open Countryside within the Key Service Centre of Sandiway. The Site is also included within the Cuddington Neighbourhood Plan Area.

EMERGING POLICY POSITION

The Council undertook public consultation (Local Plan Conversation 2021) for 12 weeks over the summer in 2021. The consultation sought views on a broad range of topics covering the existing Local Plan and provided the opportunity for landowners / developers to put forward Sites they consider appropriate for future Allocation / development.

The Council's Cabinet agreed in January 2024 to prepare a Local Plan under the new national planning system along with undertaking a 'Call for Sites' exercise. This Vision Document seeks to demonstrate the Site should be considered as a highly suitable

candidate Site for a residential allocation. DWH would welcome the opportunity to discuss the merits of this Site with officers and work together to ensure the previous landscape constraints in relation to the settlement edge can be overcome through appropriate planting and overall design to deliver a highly sustainable residential development.



07 VISION



A unique vision has been developed for the Site which recognises and builds on its unique constraints and opportunities. This will be a high quality development that respects and integrates with the character of the existing settlement.

VISION

The site is located centrally to the southern boundary of the village of Sandiway. It is surrounded by a mix of existing residential properties, woodlands and fields.

The groupings of existing residential properties to the south of Chester Road sit alongside country lanes and are grounded in their context by the surrounding woodlands, hedgerows and fields in which they're located.

It is acknowledged that our site is located in a sensitive landscape setting, but that landscape does contain built development and so this site will need to sensitively set new homes into the landscape, not by hiding them behind screens of extensive buffer planting but through sensitive design which creates homes that are part of the landscape and carefully located with associated soft landscaping.

“Sandiway meadows shall provide space for new homes which is close to a wide range of shops, community facilities and public transport links.

A range of homes shall be sympathetically designed to sit within the established landscape setting and offer variety and choice to potential new residents.

This new neighbourhood shall be part of an extensive naturalistic landscape which will replace the current arable fields with a biodiverse environment of woodlands, meadows and wetlands, offering homes to wildlife as well as people. The proposed development will create an integrated new neighbourhood to the village which is set into an extensive and accessible landscape, enabling residents of the wider village access to additional green spaces, alongside the established access to the mature surrounding woodlands and rural landscape.

Sandiway meadows will be a sustainable, high quality, sympathetically designed extension to Sandiway which will work with the grain of the landscape into which it's placed”.

08 OPPORTUNITIES & CONSTRAINTS



Our proposals have been informed by a range of technical assessments that have provided a detailed baseline of information for this Site. The assessments have shown that development constraints can be mitigated, and the Site's biodiversity has potential to be enhanced.

OPPORTUNITIES AND CONSTRAINTS

LANDSCAPE

A review of landscape character and visual baseline for the Site has been undertaken to support residential development on the Site.

The Site does not lie within a national landscape designation (i.e. Area of Outstanding Natural Beauty). There are also no national designations (such as National Parks) located in proximity to the Site.

One Conservation Area is located within the broad study area for the Site; Cuddington Conservation Area is located approximately 300m north east of the Site. There is no intervisibility between the Site and this Conservation Area. There is one local designation within the wider area surrounding the Site; Delamere / Utinton Area of Special County Value, located approximately 3.4km west of the Site.

At a district level, the Site is situated within LCA 1a: Delamere (Cheshire West and Chester Landscape Character Assessment – Landscape Strategy 2016). It mentions the 'relatively consistent topography and presence of woodland gives rise to restricted visual prominence and tree-dominated skyline';

At a local level, the Site is situated within Character Area 12: Open Countryside south of the A556 (Cuddington Parish Character Assessment, February 2018). Of note, it refers to the western parcel of the Site as follows; 'on the east side of Kennel Lane are fields providing a potential key settlement gap for the Parish'

LANDSCAPE CHARACTER

In relation to landscape character, the Site is well-related to the adjacent settlement edge to the north and contained within a well vegetated landscape to the west, south and east.

The northern boundary abuts the A556 Chester Road, beyond which residential dwellings associated with the settlement of Sandiway are present. The Site is defined to the west by Kennel Lane, to the east by Cockpit Lane and through the centre of the Site, by Dalefords Lane. The southern extents of the Site are defined by mature well managed Hawthorn hedgerow, immediately beyond which is a Public Right of Way (PRoW).

The Site is visually well-contained, with views of the Site being limited to a short radius. However, numerous receptor groups are located within this short radius, comprising the users of the local footpath network, Chester Road to the north, Kennel Lane to the west, Dalefords Lane through the centre of the Site and Cockpit Lane and Pool Lane to the east of the Site.

Views across the Site have been identified as valued within the Cuddington Neighbourhood Plan, with an identified Vista looking across the Site from Chester Road (ref 10.3/10.4) and another view identified looking across the Site from Cockpit Lane (ref 10.6).



View along site's frontage with Chester Road (western parcel)

08 OPPORTUNITIES & CONSTRAINTS



These identified views/vistas have been carefully and appropriately considered the masterplanning process for the Site.

The proposed mitigation strategy for the development along Chester Road is to provide a set back from the western, southern, and eastern boundaries of the Site. This will assist with softening views of the new built form while respecting the views towards the surrounding countryside from Chester Road and Cockpit Lane. Soft transitions will be provided at the boundaries of the Site to ensure that the surrounding context is respected. Additionally, new native tree planting is proposed to enhance and replicate the existing wooded character of the surrounding context. The existing woodland fronting onto Chester Road in the northern extents of the eastern Site parcel will be retained (see image below).

ECOLOGY

A high-level walk over survey and desk top study analysis has been undertaken for the Site to assess the ecological baseline of the Site to inform the master planning process.

DESIGNATED SITES

The designated Sites near the Site at Chester Road are as follows:

1. Midland Meres & Mosses- Phase 2 Ramsar: This Site is located approximately 1 km south-west and 3.2 km south-west of the Site. It is divided into two areas, with the northernmost section designated as West Midlands Mosses Special Area of Conservation (SAC) and the southernmost section designated as Oak Mere

SAC. This Site consists of lowland open water bodies (meres) and nutrient-poor peat bogs (mosses) that support nationally important flora and fauna.

2. Midland Meres & Mosses-Phase 1 Ramsar: This Site is located approximately 4.8 km north-west of the Site at its closest point. It is a peatland Site that includes open water bodies (meres) and nutrient-poor peat bogs (mosses) and supports a wide range of habitats and species.

3. Pettypool Brook Valley Site of Special Scientific Interest (SSSI): This Site is located approximately 500m south-east of the Site. It comprises Cheshire's most extensive and diverse valley mire system, with mature woodland and extensive peatland habitats that provide a diversity of refugia for invertebrates.

4. Abbots Moss SSSI: This Site is located approximately 1 km south-west of the Site. It is a peatland Site that forms part of the West Midlands Mosses SAC and supports a range of habitats and species.




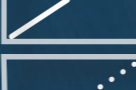

Due to the proximity of the designated Site, specifically West Midland SAC and Midland Meres & Mosses-Phase 2 Ramsar, a Habitats Regulations Assessment (HRA) will be submitted to support a future planning application to assess the potential impact of the development on the designated Sites, individually or in combination with neighbouring developments. DWH are also willing to engage with the Council throughout the Local Plan process, and where relevant, will provide additional technical reports / investigations to support the allocation of this Site.



CONSTRAINTS & OPPORTUNITIES PLAN



Key

-  Site Boundary
-  Existing Trees
-  Sensitive Residential Interfaces
-  Sensitive Rural Interface
-  Road Frontage
-  Potential Access Points
-  Tree Preservation Orders
-  Local Wildlife Site
-  Public Right of Way (Bridleway)
-  Public Right of Way (Footpath)
-  Views towards & from site
-  Important Vistas (Neighbourhood Plan)
-  Badger Setts (30m Buffer)

HABITATS AND PROTECTED SPECIES

The key habitats and protected species to note on the Site include:

HABITATS:

- **Arable fields:** The Site is dominated by two arable fields, which have negligible ecological importance.
- **Hedgerows:** The Site contains hedgerows, which are considered Priority Habitats and should be retained through development. If they cannot be retained, they must be replaced within the Site boundary.
- **Treelines:** The Site has treelines, which provide habitat and commuting features for wildlife.
- **Modified grassland:** There is a small area of modified grassland in the centre of the Site, which is bounded by a brick wall.

PROTECTED SPECIES:

- **Bats:** The Site has trees with potential roosting habitat for bats. A detailed Preliminary Roost Assessment will be prepared to determine the presence and significance of bat roosts on-Site.
- **Badgers:** A suspected main badger sett was located on the northern Site boundary within the off-Site broadleaved woodland. A Badger Survey will be prepared to map all sett entrances and classify the sett as a main sett.
- **Birds:** The Site is likely to be used by nesting birds, particularly within the treelines, hedgerows, and neighbouring woodland. A bird box strategy will be prepared to enhance the Site for nesting birds.
- **Hedgehogs:** Hedgehogs are anticipated to utilize the Site. Hedgehog Highways will be included within fencing to maintain permeability for the species.

The results of these surveys will inform the specific mitigation and enhancement measures required for the development.

The extent of the habitats within the Site is shown on the Habitat Features Plan 16399/P02 on page 18.

BIODIVERSITY NET GAIN

The high-level baseline biodiversity value of the development Site has been calculated at 21.23 habitat units and 12.91 hedgerow units. The presence of the Core Area and Buffer Zones on-Site, as detailed within Policy DM 44, means the Site has been formally identified in the local strategy and included as such within the metric.

The Biodiversity Net Gain (BNG) for the development Site seeks to achieve a minimum of 10%. To achieve a 10% BNG, the Site will need to provide 23.35 habitat units and 14.2 hedgerow units. This can be achieved through habitat creation, such as neutral grassland (wildflower meadows), native scrub planting, and tree planting.

Overall, as most of the Site currently contains arable fields of negligible ecological importance, it is anticipated that the overall value of the Site with regards to biodiversity and protected species and habitats can be improved following development.

TREE SURVEY

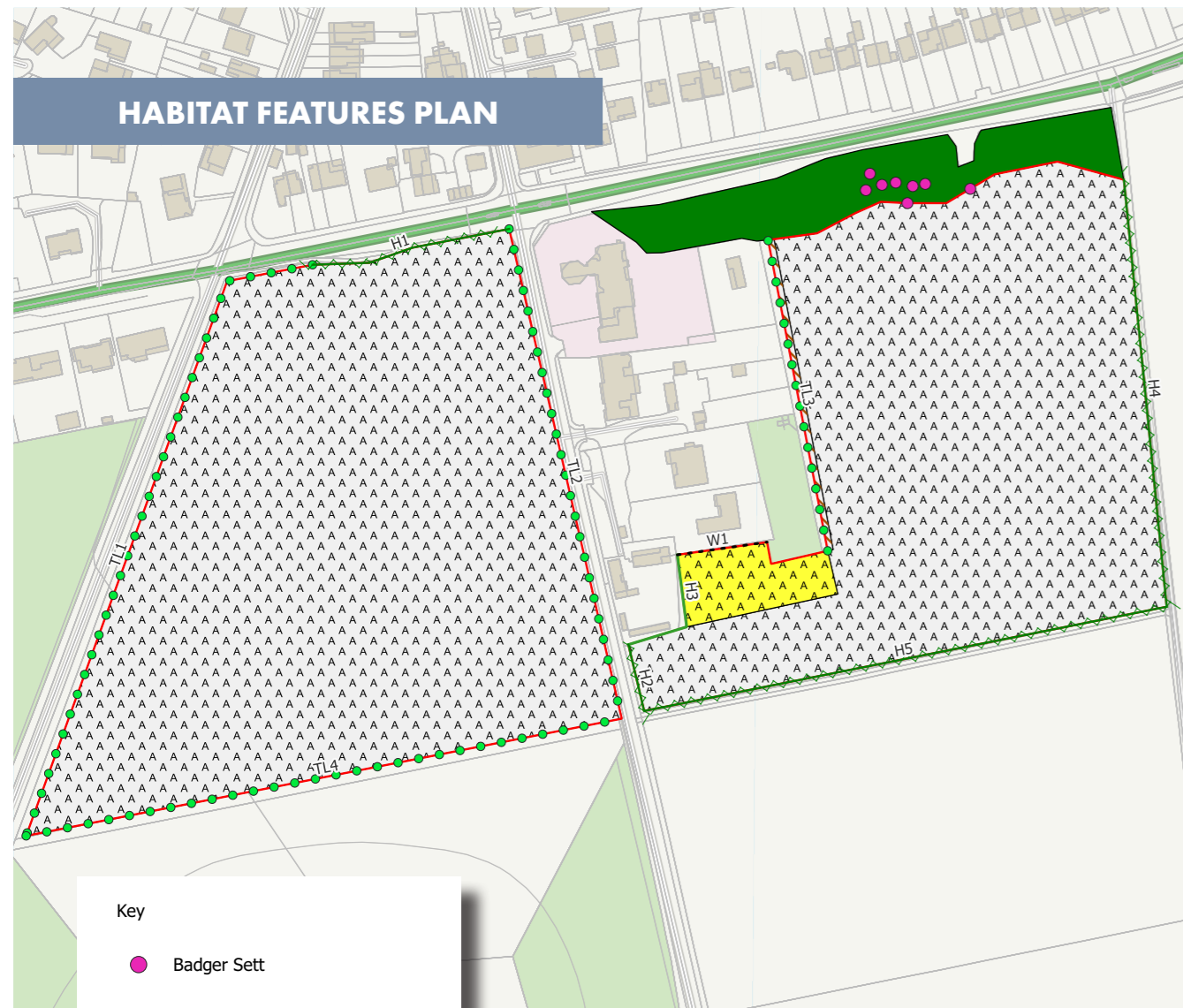
The Site's existing tree stock consists of a range of single trees and collective groups of trees of good to moderate quality located exclusively at the Site boundaries, some of which are of high amenity value in the local landscape especially those within the woodland located at the Site frontage and those which align the southern boundary of the eastern land parcel.

The prospective development provides an opportunity to enhance and strengthen the fragmented hedgerows, whilst retaining the existing mature tree stock located at the Site boundaries.

Overall, the constraints associated with the development concerning arboriculture are moderate due to the trees being in areas of soft landscaping, however, there is sufficient space at the Site to situate development away from existing trees ensuring their retention and protection during development.

In summary, the conclusions highlight the potential for the development to enhance the arboricultural and ecological value of the Site while complying with local and national planning policies and regulations.

08 OPPORTUNITIES & CONSTRAINTS



HABITAT FEATURES PLAN

- Key
- Badger Sett
- Native hedgerow with trees
- Wall
- Line of trees
- Non-native ornamental hedgerow
- Redline Boundary
- Modified grassland
- Arable land
- Broadleaved woodland

FLOOD RISK

In terms of flood risk, the Site lies within Flood Zone 1 for flooding from rivers and sea. A high-level assessment has been undertaken and concluded that risk from surface water flooding is negligible and any points of low spots on the Site can be mitigated subject to careful design.

The Site's location within a SSSI impact risk zone and Abbotts Moss SSSI is acknowledged and further work in relation to nutrient neutrality is underway. A Habitats Regulations Assessment (HRA) will be prepared to support a planning application.

UTILITIES ASSESSMENT

An assessment of utilities in the area was carried out to ensure that there are no further on-Site development constraints.

A number of utility infrastructure assets are within close proximity to the site. DNO HV and LV networks run adjacent to the northern boundary along Chester Road, with additional LV supplying the existing dwellings on Dalefords Lane. An overhead DNO HV cable runs along Cockpit Lane, with a pole being situated in the south eastern corner of the site. Gas Transporter Cadent has a LP network beneath Chester Road with an MP network running the length of Dalefords Lane. Fulcrum, another Gas Transporter also have MP mains running beneath Chester Road. United Utilities have a number of water supply networks surrounding the site along Chester Road, Dalefords Lane, Cockpit Lane and Kennel Lane. They also have a combined sewer beneath Cockpit Lane and part of Chester Road. BT Openreach operate the telecommunications infrastructure within the vicinity of the site with a mixture of overhead and underground cabling along Chester Road, Kennel Lane and Dalefords Lane.



View looking north-west across the site from Dalefords Lane

08 OPPORTUNITIES & CONSTRAINTS

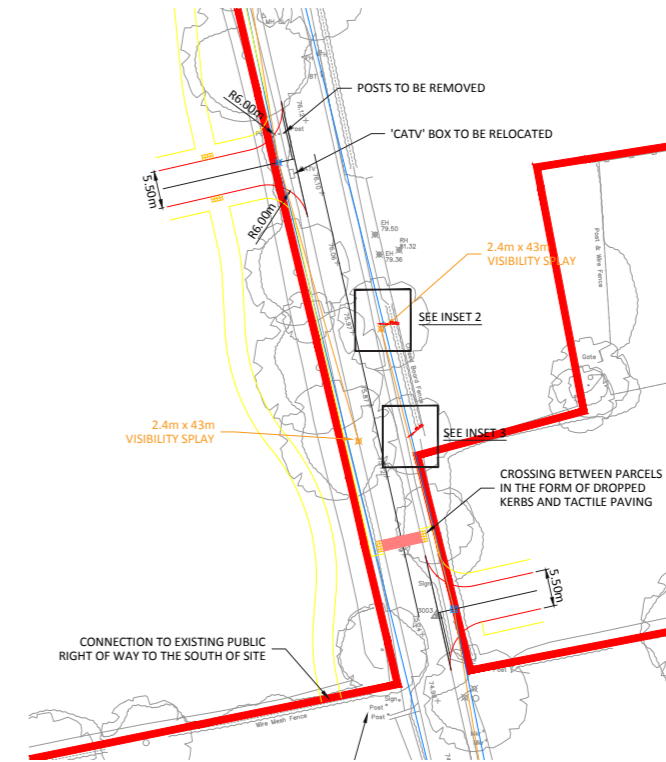


TRANSPORT

An access appraisal has been prepared to outline the access options and opportunities available for the Site and several options are available to access the two land parcels which make up the Site. The most suitable and preferred location for access to both parcels is off Dalefords Lane.

Dalefords Lane is c.6m wide which is a suitable width to provide access to a residential development of this size. As the parcels are of a comparable size, the form of the accesses is consistent between the parcels. For the quantum of development proposed on each parcel it is considered that a single point of access is suitable with the provision of a 5.5m wide carriageway.

Simple priority-controlled T-junctions have been developed to provide access into the western and eastern parcels and can be provided within the adopted highway and proposed Site without the need to widen Dalefords Lane. Initial junction capacity assessments demonstrate that the junctions operate well within capacity. Swept path analysis also confirms no issues of refuse vehicles accessing the Site.



Proposed access arrangements off Dalefords Lane

The visibility requirement for the western and eastern parcel can be achieved within the adopted highway boundary. However, the visibility to the north from the eastern access is slightly impacted by 3 trees resulting in intermittent obstruction which is in line with the requirements and therefore is not a significant issue.

The Site has no access constraints to prohibit residential development.

PUBLIC RIGHTS OF WAY

There are several PRoWs surrounding the two parcels. A bridleway runs along the southern boundary of the western parcel (BR35) connecting Dalefords Lane and Kennel Lane. This connects to footpath FP11 which provides a route through land to the south of the western parcel and connects into Kennel Lane to the south. Further footpaths are provided within the woodland to the west of Kennel Lane.

A footpath (FP10) runs along Cockpit Lane which forms the eastern boundary of the eastern parcel. A permissive path is also provided along the southern boundary of the eastern parcel connecting Dalefords Lane and Cockpit Lane.



View looking east along BR35

SUMMARY

Technical assessments undertaken provide a detailed baseline of information for this Site. The assessments have shown that development constraints can be mitigated, and the Site's biodiversity has potential to be enhanced. These reports have informed the masterplanning process and it is clear this Site represents an excellent opportunity to bring forward a sustainable and mixed residential community.

09 ILLUSTRATIVE MASTERPLAN



An illustrative masterplan has been produced that demonstrates that a residential development can be successfully accommodated on the site in a manner that respects its unique constraints and opportunities and delivers a high quality environment for residents.

Out of the analysis of the village and landscape context, the site's constraints and opportunities and taking account of our Vision a meaningful masterplan has evolved. The masterplan explores the connections, spatial relationships and location of uses across the site, balancing development with habitat creation and public open space. Due to the response to the site and local context the concept is instantly strong, dynamic and mature, thus grounded. A masterplan proposals ensure a cohesive and well connected neighbourhood is created as part of the wider settlement.

GREEN & BLUE INFRASTRUCTURE

The green infrastructure network creates a green mesh which overlays the development parcels and retains and enhances the particular character related to the area and specifically existing local features such as the woodlands, trees and hedgerows. This includes the ability of the vegetation to soften and create a setting for the development. The green infrastructure covers some 4.56 hectares (48%) of the site and can accommodate play areas, informal kickabout areas and new ecological habitats. The green infrastructure network will ensure the retention of the majority of the existing vegetation.

Set within the green infrastructure network will be the Sustainable Drainage System (SuDS). Consisting of rain gardens, new ponds, swales and water meadow style inundation zones which will have the capacity to intercept, hold and safely disperse storm water collected from the site.

Wildlife habitats and corridors will be an integral element of the green infrastructure network and aid in integrating the development within the wider rural landscape.

SCALE & MASS

The character of the neighbourhood that is to be created lends itself principally to 2 storey development, based on the local context and designed to reflect the human scale of built form found in the adjoining village. Changes in materials and elevational detailing will be used as header buildings in squares and at junctions and/or within gateway locations to create announcements of arrival and aid in the site's legibility.

QUANTUM & MIX OF USES

The location of this site for residential use is sustainably located on the edge of Sandiway, within easy reach of local facilities by walking, cycling, bus or motor vehicle. The wider site is 9.37 hectares in total and will include a balanced mix of residential development and green infrastructure. It is proposed that the homes will be set within a strong open space network, as illustrated in the masterplan.

The density of housing is intended to be lower than the existing density of the homes located to the north, thus ensuring this outer suburb integrates with the rural hinterland and creates an incremental grain fading into the adjoining countryside. It is intended that the densities drop from north to south to form the rural fringe edge. The site can accommodate up to 200 new homes.

GATEWAYS & FOCAL SPACES

A series of gateways and focal spaces have been identified within the site. These are either in primary gateway locations, announcing arrival into the site or within the heart of the site creating focal features and reference points within the development. The internal nodes are focussed on creating areas of public realm in the form of shared surface spaces. Buildings shall enclose and overlook these spaces which will be a mix of soft landscaping, water features related to the SuDS network and hard surfacing to create meeting points in the streetscape.



09 ILLUSTRATIVE MASTERPLAN



SYMPATHETIC BOUNDARIES & TREATMENTS

The development will be outward facing and respect existing residential areas and overlook the proposed green spaces, retaining landscape features such as the native hedgerows and trees, thus preserving the character and setting of the area.

Development will be set back from Kennel Lane, Dalefords Lane and Cockpit Lane to preserve the rural character of these routes and retain views from Chester Road out to the rural landscape. These wide green spaces will also be planted with new woodland stands to bring the existing woodlands into the site. The southern development edge will be set well back in the site and new native hedgerows and tree planting implemented to strengthen the existing rural character.



ILLUSTRATIVE MASTERPLAN



Key	
	Site Boundary
	Existing Trees
	Existing Hedgerows
	Green Infrastructure
	Blue Infrastructure
	Development Parcels (Residential)
	Proposed Trees (Indicative)
	Avenues
	Streets
	Lanes
	Shared Drives
	Built Form
	Amenity Footpath Network
	Gateways (Primary & Secondary)

THE EMERGING MOVEMENT HIERARCHY

Overlaying the green infrastructure network and mix of uses is a finer grain network of movement routes including avenues, streets, lanes, shared drives, footpaths and cycleways, adding to the proposals permeability.

The primary element is the avenue which would act as the main route into and through the site. This route provides an unfolding story to the site as one travels along its sweeping length. The housing on the avenue will provide a clearly defined street frontage based around 2 storey residential units.

Amenity footpaths run throughout the green infrastructure network and provide connections between development parcels and out to the surrounding village and countryside and wider movement network encouraging trips by foot and bicycle.

Running from the avenue would be a series of streets and lanes which form the vehicle network, based around traditional streets and lanes, fronted and enclosed by 2 storey properties. Properties will turn corners with two active frontages and variation in the architecture will be created through the use of varied materials and detailing which is drawn from the local village vernacular.

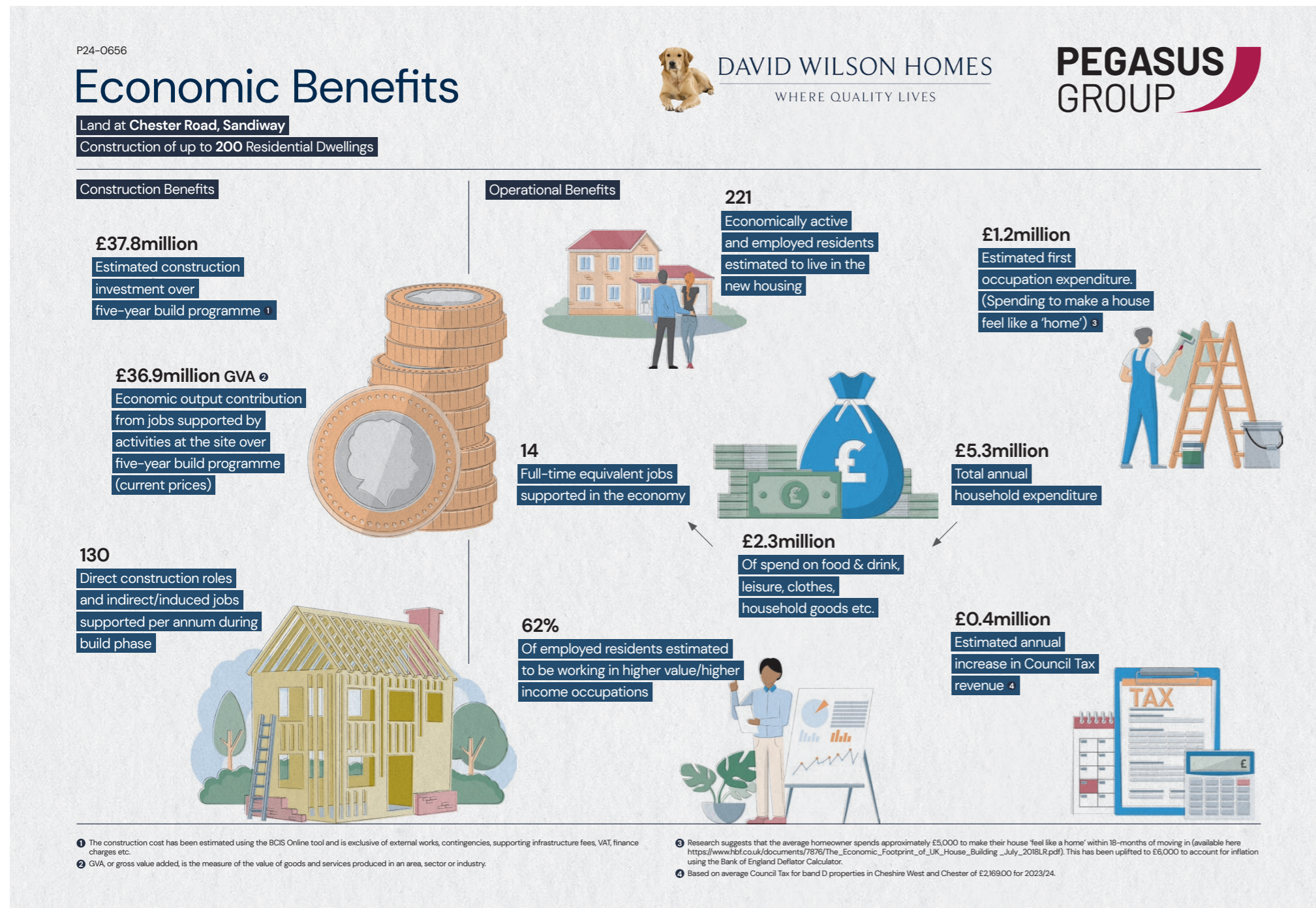
Areas of public realm in the form of shared space squares and mews will be created at key junctions and points in the layout.

The final element in the hierarchy is the shared drive which provides access to the homes on the perimeter of the development overlooking the green spaces. The drives take the form of simple shared space lanes providing access to a small number of homes. These lanes form part of the interface between the homes and green spaces.

10 SOCIO-ECONOMIC BENEFITS



Development of the site for residential uses has the potential to deliver a wide range of socio-economic benefits including direct job creation through the construction of up to 200 new homes, increased Council tax revenues and support to local businesses.



11 DELIVERY STATEMENT



DWH is an experienced house builder and land promoter with a proven track record of delivering complex Strategic Sites across the Country. In line with national requirements, the proposed development Site is available, suitable, and achievable.

AVAILABLE:

The Site is within single ownership. Ownership is not therefore a constraint to development.

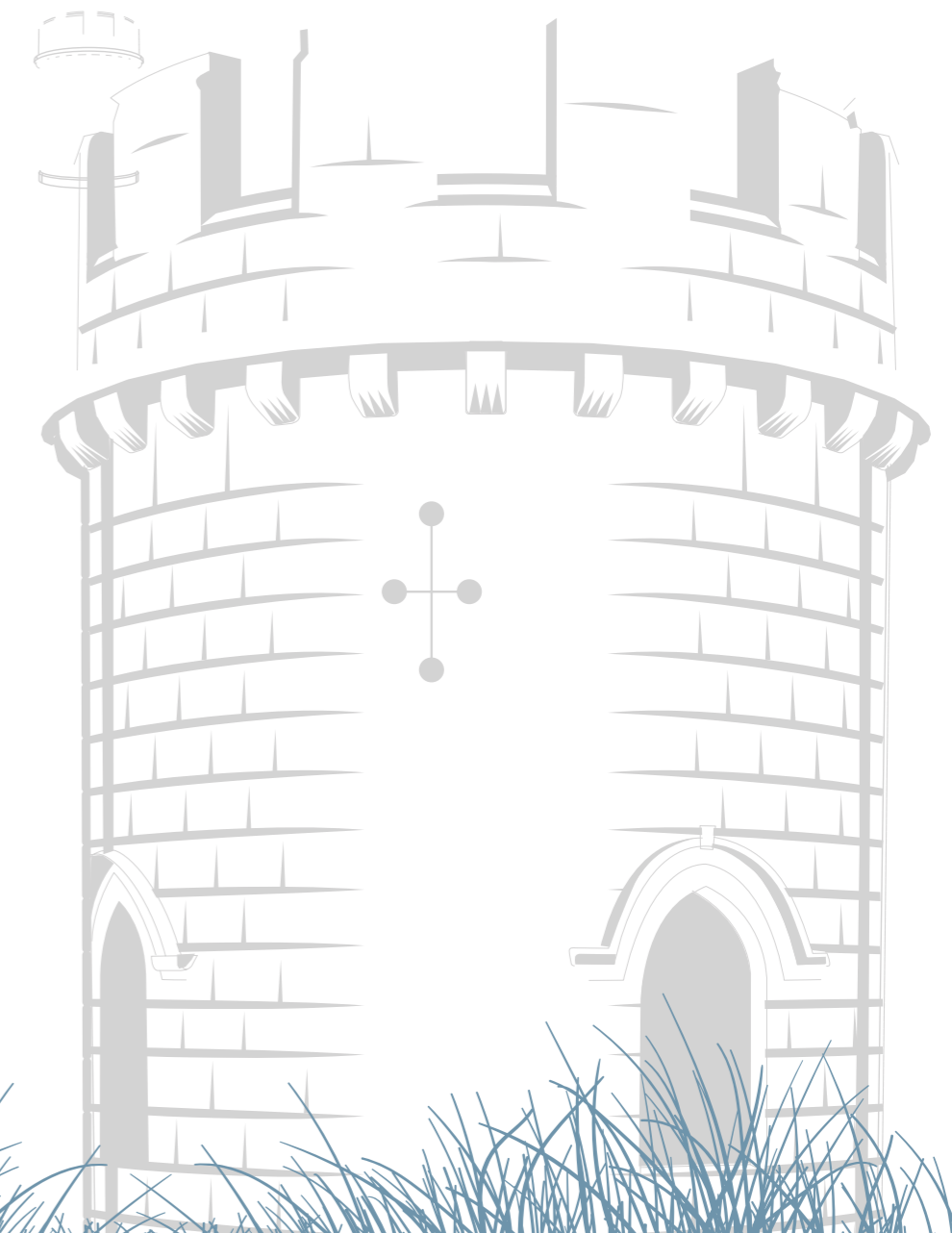
SUITABLE:

Although the Site is located within the Open Countryside, this document has shown the Site is in an extremely sustainable location, close to a range of services and existing transport infrastructure and is therefore an appropriate Site to deliver new residential development with suitable mitigation in terms of landscape and biodiversity.

Site investigations have shown that there are no significant physical, environmental, or technical Site constraints, which cannot be mitigated through sensitive design. The Site is suitable for the development of a range of high-quality dwellings to meet identified housing needs in the borough.

ACHIEVABLE:

The proposed development will make a substantial contribution towards the recognised housing need. The landowner is committed to bringing this Site forward for residential uses. Subject to the relevant planning approval the Site is able to deliver market and affordable housing in the shorter term.



12 SUMMARY & CONCLUSIONS



DWH welcomes the opportunity to introduce the Site at Chester Road, Sandiway to be considered for a residential allocation as part of the preparation of the future Cheshire West and Chester Local Plan.

DWH is an experienced house builder with a proven track record of delivering complex Strategic Sites across the Country and they welcome the prospect of engaging with the Council at an early stage in the Local Plan Review to understand the merits of their Site and the much needed housing it can deliver.

This Site remains available and importantly it is deliverable. Whilst the Site is currently within the Open Countryside, there are limited alternative Sites that are not within the Green Belt. The Site benefits from a high level of containment with very substantial defensible boundaries which can be further enhanced through carefully designed landscaping. Those earlier reasons for not allowing planning permission on this Site can be overcome by means of a landscape led Masterplan, the early phases of which are set out within this document.

In terms of highways and access, this document has very clearly demonstrated the Site can be accessed from Dalefords Lane and wider impacts on the highway network can be mitigated. The Site is at very low risk of flooding and appropriate drainage design can be achieved.

Technical investigations in relation to ecology, trees and landscaping also indicate there are no significant constraints to prohibit residential development on this Site. The introduction of appropriate landscaping to the southern boundary will ensure the development is adequately screened and there will be no adverse visual impact to the countryside beyond.

This Site would clearly form a good candidate Site for release from the Open Countryside and critically, the Site could be delivered within 5 years.

