

LOCAL PLAN OPTIONS CONSULTATION:

FINAL RECOMMENDATION FOR THE PARISH COUNCIL

Option A is to retain Greenbelt - Questions SS14 and SS15 in the Survey

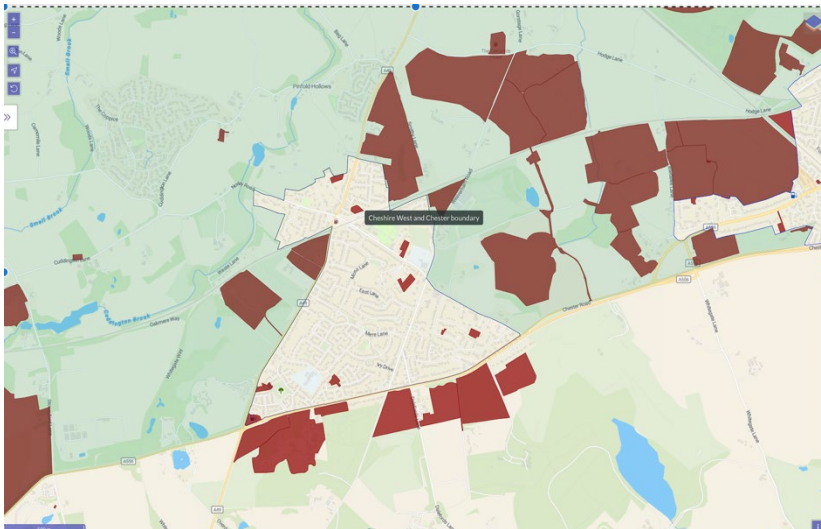
For Cuddington and Sandiway this is undeveloped land North of the A556. If we opt to retain green belt via Option A then the implication is that all development in our Parish will be south of the A556.

The Cuddington Parish Neighbourhood Plan has policies which are still applicable, and which would resist development south of the A556. This was driven by two main strands of thinking. Firstly, that it causes the village to “overflow” a significant natural boundary into open countryside which has high recreational and agricultural value. The second point, and perhaps more important, was that planners were concerned that once the A556 is breached then urban creep will occur towards the adjacent settlements of Whitegate, Marton and beyond to Winsford with the loss of significant countryside.

We should NOT recommend Option A

Option B - Follow current Local Plan level and distribution of development – Questions SS16 and SS17 in the Survey

This is how we were allocated a target of 200 new homes in the last planning cycle (2010 to 2030). In the new Local Plan this would mean that there would be a relatively limited development in Cuddington and Sandiway; Farndon; Frodsham; Helsby; Kelsall; Malpas; Neston and Parkgate; Tarporley; Tarvin; and Tattenhall of around 3,000 homes in total over a 15 year period (2025 to 2040).



Cuddington Parish might expect to be given a target of say 400+ homes in this option. There are a number of areas which were identified in the CWaC Land Availability Assessment (see left) which may be of less value to the community than land across the A556. This includes the Cemex sand quarry, which is in the Green Belt but, subject to technical assessment, could be used for housing development. Another alternative could be land

between Smithy Lane and the A49 which might access onto the A49 opposite the Eden Grange Estate which has traffic lights and crossings onto the A49, so no further disruption to our major road network. All these should be assessed and evaluated for comparison with the loss of arable land and open countryside south of the A556 in a disconnected part of the Parish. Any revised Neighbourhood Plan could contain policies to enable this development approach.

We should recommend Option B

Option C Sustainable Transport Corridors - Questions SS18 and SS19

For Cuddington and Sandiway the fact that we have a railway station is significant in this option. If this option were selected, we could have as many as **1500** homes built in the Parish. Our major public transport service, road and rail, is barely fit for purpose now. 1500 new homes would represent a growth of 55% in the housing stock and therefore population, over the next 15 years with no commitment to develop the infrastructure at this stage.

We should STRONGLY RESIST and NOT recommend Option C

Option D - None of the above Options

We should NOT recommend Option D it is an unrealistic position to adopt