

TATTENHALL NEIGHBOURHOOD PLAN

REGULATION 14 ANALYSIS NOTE OF STATUTORY BODY AND COMMUNITY REPRESENTATIONS

DRAFT APRIL 2026

1. Introduction

1.1 This note summarises the representations made by the statutory bodies on the Pre-Submission version of the Tattenhall Central Neighbourhood Plan (TNP) during its 'Regulation 14' consultation period which ran from the 23rd February to 13th April 2026. It concludes by recommending main modifications to the TNP so that it may be submitted to the local planning authority Cheshire West and Chester Council (CWaC) to arrange for its final consultation, examination and referendum.

2. Representations

2.1 Representations have been received from:

- The Coal Authority
- National Highways
- Natural England
- Network Rail
- Welsh Water (Foul Drainage)
- Historic England
- The Mersey Forest
- NHS Property Services
- Pegasus on behalf of The Bolesworth Estate (Land Interest)
- Gladman Developments Limited (Land Interest)
- Inspired Villages (Land Interest)
- Lexwood Developments (Land Interest)
- Litchfield's on behalf of Taylor Wimpey (Land Interest)
- United Utilities (Water/Wastewater for the North West)
- Cheshire West and Chester Council (Combined Response)
- Cheshire West and Chester Council (LNRS Specific Response)

2.2 The other statutory consultees were consulted but none have made representations.

2.3 The Coal Authority, National Highways and Network Rail were in support of the Neighbourhood Plan and its contents and raised no specific issues. Welsh Water, Historic England and the Mersey Forest offered guidance but made no specific comments or issues with the Neighbourhood Plan.

3. Analysis

3.1 The representations include suggested modifications to the policies and supporting text of the document. This note focuses only on those of greater substance as all those referencing editorial updates can be addressed by the group in finalising the document.

3.2 Land Interests

Pegasus on behalf of Bolesworth Estate have expressed strong support for the Plan. They have suggested a number of minor changes to the wording and mapping mostly related to Policy 7, which have been accommodated where possible taking into account changes requested by other consultees. As per the response from Inspired Villages (see below) the boundary of Policy 7 will need to be reviewed.

Johnson Mowatt on behalf of Gladman were broadly supportive of the TNP seeking to allocate sites for housing and had no specific comments to make on the policy wording, but raised concern over the housing number, site choice and conformity with the emerging Local Plan process.

Inspired Villages broadly supports the TNP and the principle of development at Frog Lane but raises concern that the current allocation conflicts with an existing permission which includes ecological mitigation land currently within the curtilage of Policy 7 They recommend amendments to the site boundary, access arrangements, and policy wording to ensure the scheme is deliverable, protects the retirement village and its residents, and allows for inclusion of specialist older persons' accommodation. They suggest either altering the designation boundary or identifying through the policy that this consent is already in place and ensuring future development safeguards this land.

The NP will need to review the current site boundary and proposed access with Bolesworth, to make an amendment where necessary.

Lexwood Developments supports the preparation of the Neighbourhood Plan, but does not agree with the conclusions reached regarding soundness and deliverability. Lexwood Developments object to the Plan on the basis that it lacks flexibility and contingency, and is therefore unlikely to deliver the required housing, particularly in the early years, resulting in a potential shortfall. They also raise concerns that the Plan does not provide for small and medium-sized sites or a robust and up-to-date evidence base.

In relation to the requirement for small sites, whilst national policy (NPPF paragraphs 73–74) encourages the provision of at least 10% of housing on sites of less than one hectare, this requirement is directed at plan-making at the Local Planning Authority level. Neighbourhood Plans are not required to allocate small sites where they are bringing forward a clear, deliverable spatial strategy, and there is no requirement for each individual Neighbourhood Plan to meet the 10% threshold. The Plan is based on an indicative housing requirement provided by the Local Planning Authority, and has been prepared in accordance with current guidance. It will not become out-of-date on adoption of the emerging Local Plan; rather, it will continue to form part of the development plan unless and until it is reviewed. The approach taken does not prejudice the emerging Local Plan process.

Furthermore, a planning application has now been submitted for a substantial proportion of the allocation, which demonstrates that the site is available, achievable, and actively progressing, and therefore deliverable. The policy framework has been intentionally structured to ensure that development is plan-led, coordinated and infrastructure-supported, rather than piecemeal. This is consistent with national policy objectives.

Litchfields on behalf of Taylor Wimpey do not support the NP and raises a number of concerns: Failure to identify a clear, justified housing requirement, relying instead on an uncertain and unexplained indicative figure of 500–600 dwellings, which they argue is too low and not aligned with emerging Local Plan evidence or national policy.

The emerging Local Plan suggested options ranging from 500 up to c1500 for some of the Local Service Centres, which was used as the starting point for the Settlement Spatial Plan work undertaken by the Parish Council. This has demonstrated that the higher figure is unlikely to be considered sustainable, as it would more than double the size of the village which would be unable

to sustain this level of growth. CWaC, advised an indicative housing number would be provided to the local parishes in January 2026, a number of whom are preparing modified neighbourhood plans with site allocations to seek to restore a plan led system in the local area.

CWaC subsequently were unable to provide this figure but in discussion with them, for the purposes of the Regulation 14, they were asked to confirm if a figure of 500- 600, would be acceptable, to be reviewed prior to submission. This figure was agreed by CWaC – and will be submitted as part of the consultation statement.

As a guide, if the PPG standard method calculation were instead used to prepare an indicative housing number this would return a figure of 253 over the next 20 years. However, this figure would not allow for the supporting infrastructure sought by development, which is why a higher figure has been adduced, so it would be incorrect to state the figure is too low as there is no evidence to support this claim.

The suggestion that the Plan is intended to frustrate development is not accepted. The purpose of the Neighbourhood Plan is to restore a genuinely plan-led approach to development, providing a clear framework for the location, scale and form of growth, rather than relying on speculative or uncoordinated proposals. It is further noted that contrary to the comments made, CWaC is not progressing to a Regulation 19 this year and will be preparing the Local Plan under the new 30 month programme. As such, this presents a further period of uncertainty unless the TNP steps in to restore the plan led system for the parish.

Litchfields also raise concerns about the site selection process, including limited engagement with landowners, noting:

“Taylor Wimpey has at no stage been approached by the Parish Council to engage closely with the Parish or feed into the site selection and identification process described in the draft modified TDNP.”

A copy of the letter sent to TW as part of the landowner engagement is included within the Consultation Statement alongside the response provided by Litchfields to the informal engagement survey.

Litchfields also state that the SEA is inadequate and legally flawed, particularly because it fails to properly assess reasonable alternatives and does not undertake sufficient site-specific assessment to justify the chosen allocation. The approach to reasonable alternatives reflects a proportionate, scenario-led methodology, which is appropriate for a Neighbourhood Plan. The SEA does not require detailed site-by-site assessment of all potential alternatives; rather, it requires a clear and reasoned comparison of realistic options. This has been undertaken through the assessment of growth scenarios, with more detailed consideration given to the preferred option. The suggestion that all potential sites must be subject to detailed individual assessment is not supported by national guidance. The SEA Regulations require the consideration of reasonable alternatives, not an exhaustive assessment of every site. The approach taken is therefore considered proportionate and consistent with this level of plan-making.

(It is also noted that the site selection process appropriately took into account community views as a material consideration, consistent with the neighbourhood planning process which culminates in a referendum. While sites must be assessed against planning and environmental criteria, it is also reasonable and necessary to consider whether proposed allocations are capable of securing community support and deliverability in practice.)

Finally, concerns around viability and deliverability are raised. The landowner for the proposed allocation has confirmed as part of their Response to the Regulation 14 that the proposals are indeed both viable and deliverable.

A number of changes to other policies have been suggested, reviewed and amendments made where necessary.

- 3.3 **United Utilities** highlight the importance of safeguarding water and wastewater infrastructure and ensuring early engagement with developers to understand site constraints. In relation to specific policies, they recommend the inclusion of additional wording to address water efficiency and the location of sites within water catchment areas. It recommends the inclusion of additional wording within **Policy 7** to address water efficiency in residential development. The following wording is suggested:

“All new residential developments must achieve, as a minimum, the optional requirement set through Building Regulations Requirement G2: Water Efficiency or any future updates”

They also recommend additional wording in relation to non-residential development:

“All major non-residential development shall incorporate water efficiency measures so that predicted per capita consumption does not exceed the levels set out in the applicable BREEAM ‘Excellent’ standard.”

The proposed wording for Policy 7 could be updated to include appropriate reference (see response to Natural England, below)

They further note that the site is located within water catchment land and recommend inclusion of wording within the policy (likely alongside criteria relating to site constraints or environmental considerations) as follows:

“The site is located on water catchment land. A risk assessment of the impact of the development on public water supply may be required with the identification and implementation of any required mitigation measures including a management plan.”

They also recommend additional wording for Policy 8, noting that this land is also located within water catchment land and recommend inclusion of similar wording within the policy:

“The site is located on water catchment land. A risk assessment of the impact of the development on public water supply may be required with the identification and implementation of any required mitigation measures including a management plan.”

The NP may wish to consider incorporating this additional wording.

- 3.4 **NHS Property Services** support the overall approach of the Neighbourhood Plan, particularly the inclusion of policies requiring consideration of infrastructure impacts arising from new development. They recommend amendments to Policy 7 and supporting text to provide greater flexibility in how healthcare infrastructure contributions can be delivered.

They note that Policy 7 currently safeguards land for a new GP surgery and includes provision for financial contributions. They recommend amending the wording of criterion vi) to allow for contributions towards existing healthcare facilities where a new facility is not delivered. The following amended wording is suggested:

“The scheme shall safeguard land on-site for the provision of a new GP surgery (Class E (e)) to be agreed with the local GP surgery and Integrated Care Board. Should the safeguarded land no longer be required within an agreed period, it shall revert to use as public open space to serve the development. Any financial contribution towards a new GP surgery (on or off-site) or financial contributions towards existing practices shall be secured via legal agreement.”

They also recommend amendments to the supporting text to reflect the same flexibility in healthcare provision. The following additional wording is suggested in paragraph 3.72:

3.72 The site-specific requirements seek to ensure that development is supported by appropriate physical and social infrastructure to benefit the community. This includes:...

- *provision for healthcare facilities, which could include a new healthcare facility (on or off site) or contributions towards existing practices.*

The NP may wish to consider incorporating this additional wording.

- 3.5 **Natural England** provided a combined response to the Regulation 14 consultation and the CWaC HRA and Marine Plan Screening Opinion. In respect of the Regulation 14, Policy 7: Site Allocations, Natural England would welcome additional policy wording to ensure the protection of the River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid Special Area of Conservation (SAC) from development.

The land allocated to the north and south of Frog Lane falls within a Site of Special Scientific Interest Impact Risk Zone (SSSI IRZ) for River Dee (England) SSSI, including the internationally designated sites in underpins, suggesting a hydrological link to the site. The specific policy requirements should reflect findings of the HRA and Strategic Environmental Assessment (SEA) reports. We advise that key considerations are likely to include the need for a Construction Environmental Management Plan (CEMP) during the construction phase, along with appropriate management of surface water and wastewater drainage

In respect of the SEA, Section 3. Assessment of Final Policies & Reasonable Alternatives, they note: *The land allocated to the north and south of Frog Lane falls within a SSSI IRZ for River Dee (England) SSSI. We note that the IRZ has been identified in section 4 (assessment of growth scenarios) of the report. As outlined above, we would expect this to be assessed due to the potential impacts from drainage to the site. It is also important to highlight that the notified features of the SSSI may differ from those of the SAC, meaning the HRA may not fully cover the SSSI assessment, and we expect this to be considered in the SEA. Further information on the SSSI and its designation can be found on Designated Sites View.*

Noted. The draft SEA will be reviewed. It is suggested that in order to incorporate the comments made by both Natural England and United Utilities, additional policy wording in Policy 7 is suggested as follows:

Development proposals should:

- *Engage at an early stage with relevant infrastructure providers, including water and wastewater providers, to ensure site constraints and capacity are appropriately addressed;*
- *Incorporate water efficiency measures, including, where feasible and viable, achieving the optional Building Regulations standard for water efficiency (or any successor standard), and for major non-residential development, measures consistent with BREEAM 'Excellent'; and*
- *Ensure no adverse effect on the integrity of the River Dee and Bala Lake / Afon Dyfrdwy a Llyn Tegid SAC and the River Dee SSSI, having regard to the Strategic Environmental Assessment and any Habitats Regulations Assessment accompanying the Plan, and demonstrate, through appropriate hydrological and drainage assessments, that adjacent watercourses and their catchments are protected, including through the use of sustainable drainage systems (SuDS), wastewater controls, and construction management measures to maintain or improve water quality and flow regimes*

- 3.6 Cheshire West and Chester Council has provided a detailed response which is set out in the table below.

Section/ Policy	Issue	Comments
Cheshire West and Chester Council - Combined response to the Tattenhall Neighbourhood Plan Reg 14 Consultation		
General Comments	Throughout the Plan, there is a reliance on draft NPPF 2025 Consultation National Decision Making Policies (NDMPs) which are currently not in place and may be subject to change. Cheshire West and Chester Council – Transport Team comment: We would welcome reference to the Borough’s Local Transport Plan (LTP4) within the Neighbourhood Plan. Adopted in December 2025, LTP4 sets a vision and priorities for transport across the borough, including objectives for decarbonisation, fairness, economy, health and place. The Neighbourhood Plan should encourage development proposals to demonstrate alignment with the objectives and targets of LTP4 including reducing reliance on private car travel where possible, encouraging a shift to zero-emission vehicles, and improving safe, direct sustainable transport connections for local journeys.	The plan has deliberately been ‘future proofed’ by making reference to the draft 2025 NPPF due to the expected timing of its submission. NP to consider the inclusion of suggested wording in supporting text
Policy 1: Housing Growth	The policy has reliance on the draft national policy through reference to National Decision-Making Policy (NDMP) S3 and NDMP HO8. These policies are currently under consultation and have not yet been confirmed. Section A refers to the settlement boundary being defined for the purposes of applying NDMP S3 on the presumption in favour of sustainable development. Would the settlement	The plan has deliberately been ‘future proofed’ by making reference to the draft 2025 NPPF due to the expected timing of its submission. In the context of Policy 1, the settlement boundary applies for this purpose as NDMP S3 sets out how the NPPF is applied within and outside of settlement boundaries.

Section/ Policy	Issue	Comments
	boundary only apply for this purpose, or would it also be used for other decision making purposes? The policy currently refers to requirements for housing proposals of 10 or more dwellings, for example in relation to mix and type and affordable housing. Does this mean that on sites below 10 dwellings this would not be required? The Local Plan (Part One) Policy SOC 1 requires affordable homes on all new residential development that in the rural area have a capacity for three or more dwellings or comprise an area of 0.1 hectares or more. Cheshire West and Chester Council – Strategic Housing Team comment: Strategic Housing have one comment regarding the Tattenhall Neighbourhood Plan regarding Policy One, Bii “The affordable housing will be subject to a S106 Legal Agreement ensuring that it remains an affordable dwelling for local people in perpetuity”. The commentary in paragraph 3.9 explains that s.106 Agreements should prioritise applicants for Affordable Housing with a Local Connection to the Parish for Discounted Market Sale and Affordable Rented accommodation where the Housing Needs Survey identifies a shortfall in provision. The 2023 Housing Needs Survey identified a modest need (12 units) for affordable housing, particularly 1-bedroom homes. Given there are c.6000 applicants on the Housing Register, only very minimal prioritisation of Parish residents is considered justified. A short eligibility cascade (for example 1 week for Affordable Rent and 4 weeks for Intermediate Affordable Housing) is the only option that could be supported to explain how this prioritisation could be implemented.	That is correct, no such requirement is required for non-major development. We direct CWaC to their response to the Regulation 14 (2025) where a threshold of 3 has been sought. It was noted “Tattenhall is not in a Section 157 rural area where lower thresholds for affordable housing would apply as set out in the NPPF”. As such SOC1 does not apply. Duly noted. Noted. It is suggested that this eligibility cascade would be welcomed for affordable rental and shared ownership properties to meet the justification requirement for the policy. In respect of Discounted Market Sale CBC website eligibility criteria states that: <i>Many discounted market sale affordable homes are also covered by specific local connection criteria. You must be able to provide evidence of a strong local connection either by residence, employment or immediate family connections to the area where the <u>discounted market sale affordable home</u> is located. For rural properties this is usually a connection to the parish and for urban areas the ward. Please note, attendance of household members at a local school is not considered as a local connection.</i> On that basis the local connection criteria is considered appropriate and justified for this type of affordable property.

Section/ Policy	Issue	Comments
		<i>NP may wish to add to Policy 1 Bii: where supported by up to date evidence. A short eligibility cascade shall also be included within the agreement.</i>
Policy 2: Local Character	In policy 2 A), what is meant by ‘does not unacceptably erode the important, predominantly undeveloped gaps between the three settlements of Tattenhall, Newton-by-Tattenhall and Gatesheath’? How would this be assessed? Would a small development in the gap be acceptable? How would a development ‘respect local landscape quality’? Could it still be developed? Policy 2 A) and B) refers to the Design Code (2022), but the version of the Code included in the consultation is from 2023. This comment also applies to other relevant sections of the neighbourhood plan. Policy 2 B) states that developments of over 30 homes should comprise smaller areas with different types of housing setting, as set out in the Design Code. The Design Code describes different character areas but doesn’t set out how smaller areas within developments should differ. This should be explained in more detail so it is clear exactly what is expected and how it would be achieved. It isn’t clear how this would work on the site allocations for a total of up to 600 dwellings, as set out in Policy 7.	This would be a matter of planning judgement for the decision maker. <i>NP wording to be updated to note Design Code is 2023</i> <i>Suggest updating the policy wording as follows:</i> <i>Where development exceeds 30 dwellings, proposals must be designed as a series of smaller character areas (typically 30–100 dwellings each) which together reflect the overarching character area within which the site is located. These areas should:</i> <i>• reflect the character principles set out in the Tattenhall and District Design Code (2023);</i> <i>• incorporate variation in layout, density, building type, materials and landscape structure;</i> <i>• be arranged through a coherent masterplan demonstrating how the overall site creates a legible and locally distinctive place;</i> <i>• avoid large-scale, homogeneous estate layouts, particularly on allocated sites under Policy 7.</i>

Section/ Policy	Issue	Comments
	Policy 2 C) would be difficult to assess. How would it be determined whether an arboricultural report is from a ‘reputable company’? How would it be established whether a tree had ‘significant amenity value’ or was an ‘important tree’? Would Policy 2 C) and D) this aim to prevent any development that would result in loss of any healthy, mature trees with amenity value or any ancient, veteran and mature native trees, hedgerows, ponds and woodland? If so, this could prevent housing development and therefore may not meet the requirements in the basic conditions.	<i>Suggest updating policy wording C) to read:</i> <i>The removal, or cutting back, of any mature, native trees that have significant arboricultural value (defined as category A or B in BS5837) shall be resisted unless supported by an assessment by a qualified arboriculturist to evidence the condition of the tree and the justification for its removal or management or where it can be demonstrated that the benefits of development clearly outweigh the harm and appropriate mitigation or compensation is secured.</i> <i>New development should not involve the loss of important trees and schemes should allow space for such trees to mature, to avoid any later pressure for their removal. Where there is a loss of trees they must be replaced with native species at the ratio of 2 for 1 unless an alternative approach is justified and agreed.</i> <i>Suggest removing Clause D as now covered by NPPF and avoids concern over basic conditions. :</i>
Policy 3: The Local Economy	Policy 3 A), criterion 1 refers to the conversion of existing buildings – would this apply to any existing buildings and proposals for any employment or retail development? If so, this could result in unsustainable development or retail development outside retail centres. Employment or retail development of existing buildings would not necessarily be suitable and could cause problems in terms of neighbouring amenity. Criterion 2 also supports new commercial premises, which may not necessarily be suitable. Additional details should be added to clarify what would be supported.	<i>Policy 3 B) clearly states sequential test will be applied outside of the local centre. Suggest updating policy wording to 3 A) as follows to clarify:</i> <i>A) The following types of employment development will be supported, provided that they are of an appropriate scale and location and do not result in unacceptable impacts on neighbouring amenity, highways, the character of the area or the surrounding landscape and demonstrate accordance with the Tattenhall and District Design Code (2023) or any updated version:</i>

Section/ Policy	Issue	Comments
	What is meant by small-scale? Does this relate to the size of the existing business? Small-scale expansion of a large site could be very significant.	• <i>The conversion of existing buildings and the small-scale expansion of existing floorspace of employment premises across the Parish.</i> • <i>New commercial premises, where they accord with National Decision-Making Policy S3</i> <i>For the purposes of this policy, 'small-scale' expansion refers to development that is proportionate to the size and function of the existing business and does not result in a significant increase in the overall scale, intensity or impact of the use.</i>
Policy 4: Local Facilities	Would policy 4 A) apply to all proposals? For example, would this include house extensions or applications for advertisement consent? What is meant by demonstrating how impacts will be addressed? If there was an increasing need for a service for facility like a doctor's surgery, how could that be addressed by an individual development? A) also refers to new utility services being seen as a positive benefit. Would this still be a benefit if the new utilities (such as water supply) were provided as part of a housing scheme and just served that site? Criterion C refers to demonstrating that reasonable efforts have been made. What would be considered 'reasonable efforts'?	<i>Suggest updating policy wording A) to read:</i> <i>Proposals for major development will be required, where proportionate to their scale and nature, to identify their likely impact on local infrastructure, services and facilities and to demonstrate how any such impacts will be addressed or mitigated. Account must also be taken of the cumulative impacts arising from the new development combined with other schemes that have planning permission. Where appropriate, mitigation may include on-site provision, financial contributions, or other measures secured through planning obligations.</i> <i>Where new development proposals bring new utility services or infrastructure that provide wider benefits beyond the application site, this will be supported.</i> <i>Suggest the addition of policy wording C) to read:</i>

Section/ Policy	Issue	Comments
	Cheshire West and Chester Council – Strategic Waste Team comment: The Tattenhall Household Waste Recycling Centre (HWRC) is within the boundary and not specifically mentioned in any of the documentation. However, under Policy 4 (Facilities) principles are outlined that suggest that local facilities should be protected to serve local communities. The Tattenhall HWRC is an important service serving communities much further afield than the Tattenhall Neighbourhood and enables the Council to provide a portfolio of HWRCs across the borough that meet the Waste and Resource Action Programme (WRAP) and National Assessment of Civic Amenity Sites (NCAS) guidance for HWRC provision (Whilst recognising that the size of the HWRC is too small to provide a full HWRC offer, compared to the largest HWRC sites located in the main conurbations of Winsford and Chester). Alternative provision for rural communities would have to be provided should this site ever be developed.	<i>For the purposes of this policy, 'reasonable efforts' should include proportionate and robust marketing of the premises for a minimum period of 12 months at a realistic price, evidence of lack of demand, and consideration of alternative community or commercial uses compatible with the location.</i> <i>Suggest the addition of Clause d) to read:</i> <i>D) The loss of strategic community infrastructure serving a wider catchment, including the Tattenhall Household Waste Recycling Centre, will be resisted unless suitable alternative provision of equivalent or improved accessibility and capacity is secured.</i>
Policy 5: Transport and Communication	Policy 5 A) and C) contradict each other. A) seeks to reduce or mitigate traffic or congestion, whilst C) seeks to increase parking provision which could increase traffic and congestion. Policy 5 A) states that development should include measures to mitigate fully any impacts. Most developments will have some impact on congestion – would a minor remaining impact still be unacceptable?	<i>Additional policy wording could be added to C to address this potential contradiction:</i> <i>Car Parking in Tattenhall Village Centre. Schemes to increase car parking provision to serve Tattenhall village centre will be supported in principle, where they are proportionate to identified need and do not result in unacceptable impacts on traffic congestion, highway safety or the quality of the public</i>

Section/ Policy	Issue	Comments
	Cheshire West and Chester Council – Transport Team comment: Policy 5A: We support the current policy wording, but would welcome further clarification of the importance of assessment of movement across all modes, not only vehicle traffic. In line with the updated NPPF, references to “realistic levels of traffic” should adopt a vision-led approach that tests a range of plausible transport futures, including mode shift scenarios, rather than relying solely on trend-based forecasting. The policy’s reference to walking and cycling could be strengthened by explicitly referencing key statistic active-travel corridors mentioned elsewhere in the Plan. The former railway line toward Chowley and the Shropshire Union Canal towpath should be recognised her as key greenway opportunities and important wildlife corridors in their own right, in addition to later references in relation to site mitigation. More broadly, the wording should refer to upgrading and enhancing infrastructure provision and quality, rather than just “maximising opportunities”.	<i>realm, and where they are designed to support accessibility to local services.</i> <i>Clause A could be updated to address the comments made by the Transport Team as follows:</i> • <i>Development should:</i> <i>Identify the realistic level of traffic and movement it is likely to generate across all modes, including walking, cycling and public transport. It must assess the potential impact of this on pedestrians, cyclists, road safety, parking and congestion within the parish and include measures to appropriately mitigate any significant adverse impacts. Development that would give rise to unacceptable highway safety impacts or severe residual cumulative impacts on the road network will not be permitted.</i> • <i>Maximise opportunities to walk, cycle and use public transport, including between Tattenhall, Newton by Tattenhall and Gatesheath, including the linking, upgrading and enhancement of existing public rights of way, and key routes such as the former railway line toward Chowley and the Shropshire Union Canal towpath, as well as supporting public transport where possible.</i>
Policy 6: Landscape and the Environment	Some of the proposed Local Green Spaces (LGS) have relatively short descriptions in Appendix B. Additional evidence should be provided to show how all the proposed LGS meet the requirements in the regulations and guidance. Would the requirements set out in Policy 6 A) on protection and enhancement of wildlife value, respecting local landscape	<i>More detailed descriptions of LGSs can be provided by the PC should they deem it necessary, however these LGSs are already designated in the made Neighbourhood Plan and are not proposed to be modified. As such they are not considered to be subject to re-examination.</i>

Section/ Policy	Issue	Comments
	character and supporting the creation of a network of green spaces relate to any type of development proposals? As currently worded it would include any type of development, including housing extensions etc. Cheshire West and Chester Council – Landscape Team comment: The document should make reference to good design practice, and methods to safeguard landscape and townscape character and local distinctiveness, in the form of guidance notes, i.e. inclusion of Landscape and Visual Impact Assessments/Appraisals and Townscape Appraisals for all future change proposals.	<i>This policy was not proposed to be modified, however, a minor modification could be accommodated with the insertion of the words “except householder applications”</i> <i>Duly noted. However, this wording is not considered necessary within an LGS policy.</i>
Policy 7: Site Allocations	Does Policy 7 refer to two separate site allocations, or is it one allocation which is split into two parts? Would it be acceptable if the two parts were developed separately? Generally, the policy includes several very specific requirements that do not necessarily fit with the requirements set out in the Local Plan.	<i>The site allocation exists in two phases.</i> <i>For clarity, the supporting text could be updated to note:</i> <i>“The two parcels form a single comprehensive allocation. Development may come forward in phases, but proposals should demonstrate how they contribute to the coordinated delivery of the wider site, including infrastructure, access and green infrastructure”</i> <i>“Individual phases will be supported where they do not prejudice the delivery of the wider allocation and demonstrate how they align with a comprehensive approach to the site as a whole.”</i> The specificity of the wording demonstrates the detailed dialogue between the landowner and the NP, reflected in their response to the Regulation 14, as well as community expectations of the community benefits which will need to be delivered alongside development. Whilst minor amendments, as set out below can of course be accommodated, there is no reason for the policy to provide less clarity.

Section/ Policy	Issue	Comments
	7 A) v) refers to ‘up to 9.8ha of publicly accessible open space’ – which makes it sound as though a lower amount would also be acceptable. Should this be a minimum of 9.8ha? How has this figure been developed. 7 viii) refers to delivering ‘defensible boundaries between the site and the adjacent countryside’. What does this mean? High fences may be a defensible boundary, but wouldn’t fit with the character of the rural area. More information should be provided. 7 xii) refers to all mature trees and hedgerows being retained on site ‘unless their removal is necessary’ – which seems to conflict with the requirements in Policy 2. 7 xiv) refers to the need to ensure that adjacent watercourses and their catchments are protected. How would that be assessed and achieved? The comments above also relate to relevant sections of policy 7 B). Part of the site includes a sand and gravel mineral safeguarding area. The proposals will need to comply with policy M 2 in the	This figure has been developed with the landowner as part of the indicative masterplan. This is the likely maximum figure, so a lower amount may be acceptable. <i>Suggest amend supporting text to add clarity as follows:</i> <i>“This may include landscape buffers, tree planting, green corridors, or other natural features that provide a clear transition between built development and open countryside, consistent with rural character.”</i> Suggest additional policy wording as follows to resolve the conflict: <i>“unless their removal is clearly justified through an arboricultural assessment and represents the minimum necessary to achieve a suitable and sustainable layout, in accordance with Policy 2”</i> See proposed updated policy wording in response to this and Natural England comments (see 3.5 above). <i>Policy 7b will also need to be updated accordingly with this wording.</i> <i>This was identified in the SEA and as there is an existing Local Plan policy which deals with this, it is not felt necessary to restate in the NP policy, although it could be added to the supporting text as an informative note in the supporting text..</i>

Section/ Policy	Issue	Comments
	Local Plan (Part Two) and the policy should explain how this will be achieved. Cheshire West and Chester Council – Transport Team comment: Policy 7A(x) should explicitly reference access to healthcare. Walking and cycling connectivity should link not only to schools and the village centre but also to existing and proposed GP provision. Policies 7A(xi) and 7B(viii) should refer to both access and enhancement of the former railway line. This recognises its function as a strategic greenway, a potential spine route for future active travel investment, and an ecological corridor requiring careful design and upgrades. The Neighbourhood Plan should consider strengthening the contribution which transport can make to achieving your aspirations for the Tattenhall's village centre's place function. This includes the role of traffic calming, reduced vehicle dominance and speed restraint, particularly important if a new street between Chester Road and Frog Lane is brought forward. The village centre should be planned as a people-focused hub that prioritises safety, walking, cycling and public realm quality, and this should be explicitly referenced as part of mitigation for development.	<i>NP may wish to consider updating the policy wording to take account of this comment as follows:</i> <i>walk and cycle... to Tattenhall village centre, Tattenhall Primary School, and existing and proposed healthcare facilities</i> <i>provide access to and enhancement of the former railway line as a strategic greenway and active travel corridor</i> <i>Suggest adding wording to supporting text:</i> <i>Development proposals should support the role of Tattenhall village centre as a people-focused hub. This includes measures to reduce vehicle dominance, improve safety, and enhance walking, cycling and public realm quality. Traffic management, calming measures and street design should contribute positively to the function and character of the village centre."</i> <i>The former railway line functions as a strategic greenway, a potential spine route for future active travel investment, and an ecological corridor requiring careful design and upgrades.</i>
Policy 8: Flood Management Land	How and why has the land off Burwardsley Road been chosen for the delivery of a natural flood risk management scheme? Have the landowners been consulted? Who would be responsible for bringing the scheme forward?	The land has been proposed by the landowner and they have drawn up the outline scheme to expand upon the existing flood risk management scheme already in this location. The landowner will bring the scheme forward at the appropriate time working with key stakeholders including the Environment Agency.
Policies Map	It would be helpful if the policies map on page 28 had a more detailed base map, as it is difficult to tell exactly where the	ONH to review.

Section/ Policy	Issue	Comments
	parish boundary and other boundaries / sites are in relation to existing development etc. On the policies map (page 28) and inset map (page 29) is the 'Policy 1 housing growth' boundary the settlement boundary? If it is the proposed settlement boundary, why does it exclude the dwellings on Edgecroft? The boundaries Local Green Spaces are difficult to make out on the policies map / inset map and more detailed maps should be provided. The views and vistas are numbered in Appendix A and should also be numbered on the policies map / inset map.	<i>Noted. Whilst Edgecroft was previously outside of the settlement boundary it should now be included. ONH to update mapping</i> The Policies Map is a PDF version of the digital, GIS-based map, the shape files for which will be supplied to the LPA to incorporate into its interactive Policies Map. That version, the link for which is included within the NP just above the PDF version of the Policies Map, allows for the map to be zoomed in and out and shows the precise site boundaries of the features requested above. It is therefore considered that interactive mapping provides the appropriate level of detail. Once the NP is made and the mapping layers uploaded to the LPA interactive mapping, the link in the NP will be updated to reflect this. In order to isolate layers as necessary please click the bar above each layer on the legend to switch on and off. <i>The labels from the interactive mapping can be switched on to show the numbers on the PDF version of the map.</i>
Appendix A – Views and Vistas	Cheshire West and Chester Council – Landscape team comment: It would be beneficial to include the viewpoint images within the document. Likewise, it would be good to include images of the Local Green Spaces as per Appendix B.	<i>This can be addressed should the PC wish to provide photographs to be dropped into the Appendix. It is noted however, that as a modified plan, these views and vistas are already established and as such not subject to further examination. The Policies Map is interactive and as such the reader can zoom in to consider the detailed location of the viewpoints</i>

Section/ Policy	Issue	Comments
Appendix B – Local Green Spaces	Detailed maps showing the boundaries of the Local Green Spaces should be provided in this appendix.	The Policies Map is interactive and as such the reader can zoom in to consider the detailed boundaries of the Local Green Spaces. All of which are established and therefore are not subject to further examination.
Draft SEA Report	It is still unclear why the topics of landscape and climate change, energy and air quality have been scoped out, when it is likely that the new Policy 7 and allocations will impact on those topic areas. On page 9 of the SEA report it states that all allocations would contribute to similar traffic conditions. However, the O'Neill Homer presentation from 23 October 2025 sets out key differences between the growth scenarios in terms of transport for example with scenario 1 resulting in "traffic effects distributed around the village", scenario 2 being "closer to the A41 and opportunity for Frog Lane to Chester Lane link road so less traffic through the village" and for scenario 3 "significant new highways works required to facilitate access to A41 plus new link road required from Chester Road to Frog Lane". As such, the options would have different impacts on air quality and they would also have different impacts on landscape due to the different locations of development. Chapter 4 provides an assessment of the growth scenarios, but doesn't provide maps or detailed descriptions of each growth scenario – so it is very difficult to identify whether the assessment is accurate. Details of the scenarios should be provided within the SEA report. The assessment on page 27 identifies that land affected by flood risk and mineral safeguarding designations is expected to	It is acknowledged that in looking at the reasonable alternatives, there may be some differences between the scenarios, however the reason these have been screened out is we were not able to conclude that these effects are significant enough to be measurable or have significance relative to each other. For example there is no AQMA in Tattenhall and whilst development in the preferred location is plausibly likely to result in less traffic being generated through the village than other options, taking a proportionate approach, the emissions levels are not clearly discernible between them to readily measurable. In respect of landscape, again taking a proportionate approach, the NP area falls within the same character areas. There are no international, national or local landscape designations across any of the sites. An LVIA would not be considered proportionate for a NP although it is noted that one has been prepared for the outline stage of phase 1 of policy 7 (Application 26_00486) <i>These were provided separately as part of the evidence base but noted and will be Appended to the final version of the SEA.</i> Whilst this is covered by the Minerals and Waste Plan, without duplication, the policy could signpost to this:

Section/ Policy	Issue	Comments
	remain undeveloped and safeguarded accordingly. However, this isn't specified in Policy 7 in the neighbourhood plan.	<i>Development proposals affecting Mineral Safeguarding Areas should have regard to the policies of the Cheshire West and Chester Minerals and Waste Local Plan, including the need to assess and, where appropriate, safeguard mineral resources.</i>
Design Code	We are currently working on a new borough-wide design code. We will share the design code with Neighbourhood Plan groups as soon as we can. Cheshire West and Chester Council – Strategic Waste Team comment: The only mention of waste/recycling is in the sustainability section of the design code where the point is made that waste storage should be submitted with all planning applications for new or significantly extended buildings, or where a change of use is required. I would suggest this adequately covers the services requirements for assessing domestic/household developments, but the Waste Commissioning Team would not review commercial developments – ideally all waste and recycling containers should be stored out of site, especially in sensitive areas near listed developments. Cheshire West and Chester Council – Transport Team: We support the approach to parking set out in your Design Code, including emphasis on locating parking out of sight. Side-and-rear-court parking helps avoid vehicle-dominated streets. The Neighbourhood Plan should also reference the emerging Boroughwide Design Code, due to be published later this year, which will give further guidance on street design, sustainable movement and support for LTP4's vision for people-centred streets.	Noted. <i>Noted.</i> <i>Noted. Can be added to the supporting text of the Plan to direct the reader appropriately (unless the Design Code can be amended)</i>

Section/ Policy	Issue	Comments
Cheshire West and Chester LNRS Comments on the Tattenhall Neighbourhood Plan		
Landscape Character	Policy 2C: Ancient and Veteran Trees are considered Irreplaceable Habitat, therefore removal of this. To take account of the LNRS, the use of Woodland, Hedgerows and Trees Priority W2 could be highlighted here, which is “2. A network of well-connected, well managed and restored ancient woodlands and plantation on ancient woodland sites (PAWS), veteran trees, orchards and exceptional trees”. The actions relating to this priority in the LNRS document includes W2.3 “Improve protection of and safeguard all veteran and exceptional mature trees”. An additional action from Priority W3 that will need to be mentioned , which is W3.6 “ Prevent damage to retained trees”. Policy (2D.) Although, this does follow the Irreplaceable habitats policy in the current NPPF, such as NPPF policy 193 ©, stating “development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons⁷⁰ and a suitable compensation strategy exists;”, there needs to be mention of Priority W2 from the LNRS to highlight the need to safeguard and retention of ancient woodland, ancient and veteran trees but when it comes to Ponds, hedgerows and any other natural feature, development needs to be supported where they have taken this into account within the design of the development as per	Policy 2 can be amended to include proportionate reference to LNRS priorities, strengthen wording on irreplaceable habitats and clarify expectations around habitat enhancement and ecological networks, while avoiding duplication of national and Local Plan policy, in line with basic conditions. Policy 2C could be updated with the addition of the following <i>Development proposals should seek to safeguard and enhance trees, woodlands and hedgerows, including veteran and mature trees, in line with relevant Local Nature Recovery Strategy priorities and actions, and ensure that retained trees are protected from damage during and after construction.</i> Policy 2D could be updated to remove current wording and replace with : Development resulting in the loss or deterioration of irreplaceable habitats will only be supported in wholly exceptional circumstances, in line with national policy. Development should be designed to take account of other natural features, including ponds and hedgerows, ensuring their retention and incorporation into the layout wherever possible.

Section/ Policy	Issue	Comments
	policy 193(D) of the current NPPF. The revised NPPF is currently out for consultation and may be revised. Policy (2E). Again, no mention of proper habitat enhancement measures that could enable the ecological network to be connected through the parish. Please check the Local Habitat Map for the appropriate habitat actions that developers could use as part of their BNG to expand the ecological network past the Local Wildlife Sites boundaries. Mapped actions and unmapped actions that are deemed appropriate to the LWS habitat should be supported and encouraged to ensure better ecological condition. However, we understand that this relates to the Local Plan policies, as mentioned in the plan, but to strengthen the argument and to support the strengthening of the biodiversity duty on Town and Parish councils, mention of the need to enhance the natural environment through LNRS priorities and actions needs to be demonstrated. Although, we do support the mention of Bat boxes, hedgehog highways and swift bricks, this does not enhance the natural environment, only partially mitigates against the removal of a habitat. As per policy 193 (D), development should be supported whereby “development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net gains for biodiversity or enhance public access to nature where this is appropriate.” Please take account of the LNRS Priorities and actions for this policy.	Proposals should also have regard to relevant Local Nature Recovery Strategy priorities in seeking to safeguard, restore and strengthen these habitats. Policy 2E could be updated to include the following additional wording: <i>Development should, where appropriate, deliver meaningful habitat creation and enhancement measures that contribute to biodiversity net gain and the strengthening of ecological networks across the parish, having regard to relevant Local Nature Recovery Strategy priorities and local habitat mapping.</i> <i>It is also suggested the following supporting text could be added to Policy 2:</i> <i>“The Cheshire Local Nature Recovery Strategy (LNRS) provides a strategic framework for the protection, enhancement and recovery of nature across the area. The policies of this Neighbourhood Plan have regard to the LNRS and, where relevant, should be read alongside it. Development proposals will be expected to demonstrate how they contribute to the delivery of LNRS priorities and locally identified habitat actions, particularly in relation to strengthening ecological networks, protecting irreplaceable habitats and securing measurable biodiversity net gain. This Plan does not duplicate LNRS policies or actions but signposts applicants to them as a material consideration in the design and delivery of development proposals.”</i>

Section/ Policy	Issue	Comments
Transport and Communicati on	I support the mention of the need for green car parks as per 3.36, but potential Nature-based solution actions could be mentioned to support this need. Policy (5A/B)- We do support access to green and blue corridors but an appropriate action from the LNRS might need to be mentioned here to encourage responsible recreation. WA3.3 “Reduce the impact of public access on feeding and nesting birds”, Despite being related to an estuarine priority, this is important across the whole watercourse as the Shropshire Union Canal is a key wildlife corridor. There is no mention of habitat creation or enhancement along the green/ blue corridors, which could encourage more use of these areas.	The supporting text to 3.36 and 3.37 could benefit from insertion of the following at the end of each: 3.36 Such spaces should also seek to incorporate nature-based solutions, including native planting, habitat creation and sustainable drainage features, to contribute to biodiversity and improve environmental performance. 3.37 These routes also form part of the parish’s green and blue infrastructure network, including the Shropshire Union Canal, and development should seek to enhance their biodiversity value where appropriate, while ensuring that increased access is managed sensitively to avoid adverse impacts on wildlife.
Landscape and the Environment	Policy 6a- Please refer to the LNRS document for appropriate priorities and actions relating to how the ecological network could become better, bigger, more and more joined up. At present, there is no support for this policy from an LNRS perspective as there is no action mentioned to support the improvement of the ecological network.	6A could benefit from the inclusion of an additional bullet: <i>Contribute to the strengthening, expansion and connectivity of ecological networks across the parish, having regard to relevant Local Nature Recovery Strategy priorities and actions.</i>
Policy 7: Site Allocations	The LNRS can only be used to support better placemaking, that best serves people, the area and nature in its entirety. 7 viii) refers to delivering ‘defensible boundaries between the site and the adjacent countryside’. What does this mean? Please reference the CWAC design guide for appropriate boundaries and the LNRS Appendix 7 on the Cheshire LNP website here. “Hedges not fences” would be deemed appropriate and in keeping with Landscape character area.	Noted. The definition of defensible boundary has been addressed (see CWaC response above)
Policy 8: Flood Management Land	Policy 8A.) We support the expansion of this scheme, but there is no mention of how this supports the LNRS. Watercourse priorities and actions alongside Nature-Based solutions priorities and actions must be referred to here.	Policy 8 can be amended to include proportionate reference to LNRS priorities and nature-based solutions. The NP confirms that the scheme is supported by the relevant landowner and this is their preferred location.

Section/ Policy	Issue	Comments
	Also, supporting the LLFA's comments, landowners consent must be required before putting land forward. Also, please check the Local Habitat Map here to explore other possible options for a natural flood management area through the Nature-based solutions layer.	8B could have the following addition: <i>and should have regard to relevant Local Nature Recovery Strategy priorities, including the use of nature-based solutions to enhance watercourses, biodiversity and ecological connectivity.</i>

Local community representations.

3.8 Responses were received from both individual members of the community and from neighbouring parishes, namely Broxton and District Parish Council.

3.8 Community responses were received via email. These have been collated and are provided in full at Appendix A.

3.9 The responses raise a range of common themes which can be summarised into the following:

- Scale of housing growth and overall quantum of development
- Site selection and distribution of development
- Traffic, highway safety and congestion
- Infrastructure capacity
- Impact on village character, landscape and heritage
- Environmental impacts
- Delivery and timing of infrastructure alongside development
- Concerns regarding the evidence base, consultation process and plan-making approach
- Support for a plan-led approach to manage development
- Suggestions for policy amendments and clarifications

3.11. The Neighbourhood Plan has been prepared to positively plan for growth in line with national policy, ensuring that development is delivered in a coordinated and infrastructure-led manner. Without a plan-led approach, development is more likely to come forward on a speculative and uncoordinated basis.

3.12 The Parish Council meeting in March was seeking to stress that without restoring a plan led system for the parish, it will indeed be open to a further period of speculative development. Identified sites with Tattenhall, as shown in the Settlement Spatial Plan work, indeed show in excess of land available for 1,500+ homes. As such, the figure of 1,500 is based on the CWaC Land Availability Assessment and Local Plan Regulation 18 Options Paper (July 2025) which indicated these as plausible options

3.13 The Neighbourhood Plan does not make development contingent on the provision of a GP surgery by any landowner; it seeks to ensure that appropriate healthcare infrastructure is delivered alongside growth through the planning process. The reference to Barbour Square relates to separate discussions with the NHS and is not linked to or dependent on the site allocation. The Plan does not create a housing monopoly, and the NPPF requirement for small sites applies at Local Plan level; the allocation reflects a deliverable, plan-led approach to managing growth and infrastructure provision.

3.14 Any land which will be within the settlement boundary may be considered as part of any future development scheme depending upon the constraints of the land. Please note the new NPPF will also allow for housing and other development outside of settlement boundaries, so redrawing the settlement boundary to exclude certain parcels of land will not introduce a constraint on future development.

3.15 The Neighbourhood Plan recognises that community responses to the Neighbourhood Plan reflect a range of strongly held views, with both support and objection expressed in broadly equal measure. This reflects the complex and challenging context in which the Plan has been prepared, particularly in responding to significant housing requirements and balancing growth with the protection of the village's character and infrastructure.

The Neighbourhood Plan has sought to take account of these differing perspectives by promoting a coordinated, plan-led approach to development, informed by evidence, consultation and engagement with stakeholders. While it has not been possible to accommodate all views, the Plan represents a balanced and proportionate strategy to manage growth in the best interests of the community as a whole.

4. Conclusions & Recommendations

4.1 The representations are generally supportive of the TNP and, with some modifications as detailed above, it is considered that it can proceed to the Regulation 15 submission stage without further consultations.

5. Next steps

5.1 The Parish Council has requested the proposed changes to the modified Neighbourhood Plan be set out in a draft submission version, ready for review and approval by a meeting of the Full Council in May. At this meeting it is proposed to give delegated authority to the Clerk to make any further required changes prior to submission, following a review meeting with CWaC. This is on the basis that any such changes are not considered substantive and change the nature of the plan. If any substantive changes are required, this will necessitate a resubmission of the Plan to Full Council for further review.

5.2 Once all amendments/updates have been made then ONH will update the Policies Map and supporting documentation as necessary.

5.3 The group will then need to finalise their Consultation Statement with support from ONH.

5.4 ONH will prepare the Basic Conditions Statement to accompany the submission version of the Plan.

5.5 Once the submission version of the plan is finalised, this will be sent, with supporting documentation to CWaC for the Regulation 15/16 stages.

APPENDIX A TATTENHALL NEIGHBOURHOOD PLAN REGULATION 14 COMMUNITY RESPONSES

(Via Email)

Respondent 1

Regarding the Tattenhall Neighbourhood plan, when looking at the Tattenhall Inset Map (page 29), there is a field to the west of the current Millbrook Meadow development and the proposed Policy 7 development space. Is that field to be kept as a field or is it open to future planning application proposals. It is not clear from the map or the document?

Respondent 2

The Tattenhall and District Neighbourhood Plan (TADNP) has always allowed for controlled, sustainable growth of the village. But we have seen that If allowed to do so, developers will build with little or no consideration for the amenity and concerns of existing residents or for the character of a locality. Current planning applications for development in sensitive locations are visually inappropriate and would have a devastating effect on the amenity of existing residents. Their adverse impacts would substantially outweigh any benefits.

This modified 2025 - 2045 version of the TADNP is in response to central government policy which now requires large numbers of homes to be built nationally. It is expected that at least 500 - 600 homes will need to be built within the Tattenhall Parish and this version of the Plan shows where these dwellings could be located so as to have minimum impact on the charm and character of this well known and much valued village.

The Parish Council has worked very hard engaging with the local community; and taking advice from consultants, has devised a solution that is widely supported by existing residents.

I trust the TADNP will now be allowed to carry considerable weight in the planning process.

Respondent 3

We would be in support of the new neighbourhood plan, providing everything was met (e.g new doctors surgery, public open space and flood prevention measures if the land outlined was built on). Also, on the basis that the land outlined in the plan is the only land that is built on and approved, and measures are taken to stop the planning applications 25/02070/FUL and 25/01764/OUT. Especially the land behind rookery drive, we are very much against this going ahead.

We also wanted to comment that there is a late night bus in farndon on a Friday and Saturday, and it works very well. Last drop off into Chester is around 7pm and they have a bus coming back from Chester to farndon at 8pm and 10.20pm. It is well used and we feel would be a brilliant addition to Tattenhall, if we could get something like that started up, especially if 400 houses were to be built.

We like the idea of allocating a piece of land most suitable to the council, rather than it becoming a free for all where they just approve all planning applications.

Respondent 4

I am writing to formally object to Policy 7. The current strategy has been developed under procedural duress, creating a "plan for failure" that prioritises landowner investment over the community's safety and democratic mandate.

1. Consultation Under Duress (The 1,500-Home Threat)

At the meeting on 5th March 2026, the Council presented a coercive ultimatum: accept this landowner-led 600-home plan or face an unsubstantiated figure of 1,500 new homes.

Misleading Information:

This 1,500-home figure appears to be a "Scenario 3" projection from the ONH Settlement Spatial Plan (p. 25-26) that was never intended as a realistic target for this plan period.

Invalidation of Consultation:

Using such scare tactics to suppress dissent against the removal of the Link Road mitigation invalidates the "fair and open" requirements of a Regulation 14 consultation. A mandate achieved through fear is not a mandate.

2. Infrastructure Coercion & Surgery "Ransom"

The "offer" of a surgery is being used as a lever to justify a 600-home monopoly.

Pre-existing Asset:

Since a suitable building for a surgery already exists in Barbour Square—linked to the landowner's family—the facility could be provided today.

Double-Pay Requirement:

Withholding an existing facility while promising a "new" one only if 600 homes are approved is planning blackmail. Linking this "offer" to a plan that removes the mandatory Link Road mitigation originally promised in the community-voted ONH Scenario 2 is a breach of the community's trust.

3. Creation of an Illegal Housing Monopoly (NPPF Para 70)

Breach of NPPF:

National policy requires at least 10% of housing to be on small sites (<1ha) to support SME builders. Gifting 100% of the village's growth (600 homes) to a single landowner—based on their "prior investment"—is a de facto illegal monopoly.

Front-Loading:

This allocation "consumes" the village's entire remaining infrastructure capacity (schools and GPs), effectively locking out all other independent local developers or community schemes for the next 20 years.

4. Vulnerability to Taylor Wimpey and Gladman

By admitting at the 5th March meeting that this Plan (phase 1) is driven by landowner "investment" and "offers" rather than objective evidence, the Council is handing Taylor Wimpey and Gladman Developments the exact legal grounds needed to win at appeal. They can rightly argue that the Council is not acting as an objective Qualifying Body.

I have formally alerted Cheshire West and Chester Council (CWAC) to this environment of duress and the resulting risk to the Plan's Basic Conditions.

Respondent 5

Further to my previous representation, I am writing to formally submit a second objection regarding the procedural integrity, financial probity, and technical evidence base of the Draft Neighbourhood Plan Review.

It is now a matter of public record that this draft has ceased to be a "community-led" document. Instead, it has become a 20-year strategy tailored specifically to the private commercial interests and "sunk costs" of a single landowner (the Bolesworth Estate), in direct opposition to the village's democratic mandate and safety requirements.

1. Documented Admission of a Landowner-Led Strategy (21st Nov 2025)

The official record confirms that the community's 50% majority mandate for Scenario 2 was discarded simply because the landowner:

"...would not be prepared to relocate to this area [Scenario 2] as they had committed considerable time and resource into their current proposal [Scenario 4]."

Under the NPPF and the Localism Act, a landowner's private "time and resource" (sunk costs) is not a material planning consideration.

Allowing a landowner's financial investment to dictate the removal of the village's preferred infrastructure renders this plan procedurally invalid and legally "Unsound."

2. Failure of Technical Evidence: The "Verbal Word" and "Feelings" of the Landowner

The January 2026 minutes suggest the Scenario 2 Link Road/Bypass was discarded because the landowner "felt" it would not be supported by CW&C Highways.

The Challenge:

I formally challenge the Council to produce the official, written consultation response from CW&C Highways—dated prior to January 2026—that explicitly rejects the Scenario 2 Link Road.

The Legal Conflict:

If the Council has based a 20-year infrastructure strategy on the verbal word and "feelings" of the landowner rather than a formal Highways report, the Plan fails the NPPF Paragraph 31 requirement for "proportionate and robust evidence."

3. Procedural Defect: Evidence Timeline and "Ex Post Facto" Justification

I wish to formally state that any technical reports—including but not limited to Traffic and Highways, Agricultural Impact, or Sustainability Appraisals—that are commissioned or dated after the commencement of this Regulation 14 consultation cannot be used to retrospectively justify the selection of Scenario 4.

National guidance is categoric: "Evidence should inform the plan-making process, not be produced to justify a position already developed." If the Council is currently procuring "evidence" to support a site-selection made in January 2026, it constitutes a fundamental procedural defect that invalidates this consultation.

4. Strategic Infrastructure Deletion: The Village Bypass

Scenario 2 offered a vital new road link to Chester Road which acted as a village centre bypass. By "shrinking" Scenario 2 into a road-free "Phase 2" to suit the landowner's internal phasing, the Plan has engineered out the most significant traffic safety mitigation offered to the village in 20 years.

5. Unmitigated Safety Conflict: Dairy Farm vs. 600 Homes

Scenario 4 (Frog Lane) introduces a dangerous, unmitigated conflict with an active dairy farm and its daily cattle crossings. Without a funded cattle underpass, adding an estimated 1,000+ vehicle movements per day to this narrow route—based merely on a landowner's preference—is objectively unsafe and fails the NPPF requirement to create "safe and secure" places.

6. Misuse of Public Funds and Wasteful Expenditure

Taxpayer money was spent on ONH to develop three community-led scenarios. By discarding that professional work to "invent" a road-free Scenario 4—which did not exist during the public consultation—solely to accommodate a landowner's claim regarding their private "time and resource" and their "feelings" about highways, the Council has engaged in unlawful wasteful expenditure. The public has paid for a professional study that the Council has ignored to protect a private landowner's prior investment.

7. The "Open Goal" for Taylor Wimpey and Gladman

By choosing a site based on landowner verbal preference rather than objective sustainability (like the Scenario 2 bypass), the Council is handing Taylor Wimpey and Gladman their winning argument at appeal. Their sites are objectively closer to services (100m vs 500m+) and sit inside/adjacent to the boundary, making them "more sustainable" than the landowner's "ghost" Scenario 4.

I request that this second letter be included in the Consultation Statement for the Independent Examiner.

Respondent 6

I am in support of the updated plan.

Respondent 7

Having had opportunity to study the modified Tattenhall and District Neighbourhood Plan and having attended the public meeting at the Barbour Institute on Thursday 5 March 2026 when the plan and modifications were explained I wish to express my support for the proposed plan. I hope that the necessary procedures can be completed as soon as possible so that the Plan is officially adopted

Respondent 8

My comments on the TNPR are set out below.

There has been a lot of information to digest, so please excuse me if there are things I have misunderstood.

Policy 1 Housing Growth

- We all know that some village growth is necessary, but it is hard to see how a 50-60% increase in housing can be considered proportionate (TNPR para 3.5). Although the TNPR covers the period 2025-2045, the current application that is in for Phase 1 states that it is aiming for full occupancy by 2034 - so a 40% increase in just 8 years.
- Notwithstanding recent changes to Government housing requirements, a large housing estate is not in keeping with a village identity and character, no matter how sympathetically designed. Did the Housing Needs Report really identify the need for 600 new dwellings in Tattenhall?
- In reference to the assessment of growth scenarios, The OHN Draft Environmental Report states that:

'The medium scenarios were considered a 'worse of both worlds option', given that they would not deliver as significant a volume of housing as the high growth scenarios and they would also not be able to deliver sufficient infrastructure to support the new housing' (p33 para 4.2). However, the provision of infrastructure is a moot point unless this can be enforced at appropriate stages of the development. Promises made relating to earlier developments in the village have not been fulfilled.

Policy 2 Local Character

- Phase 1 elongates the village to the SW, rather than development being integrated around existing dwellings - bolted on, rather than part of the village.

- The stated objectives of TNPR include 'a housing growth strategy tailored to the needs and context of Tattenhall...' and development which 'protects and enriches the landscape and built setting'. I do not see how the current proposal delivers these.
- The OHN Draft Environmental Report identifies the land to the south of Frog Lane as '.....immediately adjacent to the Conservation Area and in close proximity to a Grade II listed building. Therefore, there is a potential for this scenario to have a negative impact with respect to cultural heritage' (p39). This negative effect will be doubled (or trebled) in relation to Edgecroft, which will be affected on 3 sides.

Policy 5 Transport and Communication

- Policy 5 states that development should 'Identify the realistic level of traffic it is likely to generate'; must 'assess the potential impact of this traffic on pedestrians, cyclists, road safety, parking and congestion'; and 'include measures to mitigate fully any impacts'. A development the size of Phase 1 alone will inevitably have a huge impact, but the measures for mitigation that are suggested are, in my view, unrealistic and based on wishful thinking, not evidence. It is unrealistic to think that 'promoting active travel' means people won't use their cars to access village amenities and to get to the school.

The location of Phase 1 does not comply with Policy 5 requirements to 'reduce dependence of the use of the private car for short journeys...'. (Para 3.35).

- It's hard to see how providing additional parking behind Barbour Square is going to be a mitigating factor as cars won't be able to get there without driving through the village centre.
- The redesignation of Rocky Lane as a 'quiet lane' would be welcome but this would come at an environmental cost if a new link road is to cut over farmland. I also understand that Highways do not think a by-pass to Rocky Lane is needed. This is already a dangerous route for pedestrians at peak times leading to otherwise unnecessary, short car journeys which is contrary to the Local Plan's transport and accessibility objectives to reduce reliance on the private car and improve safety and connectivity.
- It can't be assumed that most of the additional cars 600 houses would generate will be leaving the village via the most direct route to the A41. Obviously, the whole point of being a Key Service Centre is that there are facilities and amenities in the centre of the village that people will want to use. Also, the survey put forward by Bolesworth Estate was conducted when some schools had already broken up for the summer, which greatly reduces peak time traffic
- Tattenhall Road and Chester Road are already dangerous to navigate (as a driver and/or pedestrian) at school drop-off and pick-up times. Has the impact of additional traffic here been properly considered? It is unrealistic to think that people a 20-30+ minute walk away will not use their cars to take children to school and pick them up (potentially 4 trips per day)
- Although matters of scale apply equally to the Option 2 scenario which the village preferred (it was not my choice), the benefit of that location over Phase 1 of Scenario 4 is access to the village from both Chester Road and Frog Lane which offers the opportunity for the number of car journeys to be spread in 2 directions. I know there are reasons why Scenario 2 could not be fully

adopted, but I understand that access to both Chester Road and Frog Lane was the reason why many people voted for it.

- I do not agree with the OHN Draft Environmental Report that 'all site allocations would contribute to similar traffic conditions (p9)', particularly as Phase 1 traffic has only 1 access route to the village which will increase congestion and therefore air pollution from standing traffic.

Policy 7 Site Allocations

- Notwithstanding the change in Government Planning Policy, it is hard to understand why Scenario 4 is being put forward when there were strong objections to other plans for other locations in the village, which, being smaller, would have less impact
- It is also hard to understand how land that was considered 'Not suitable for housing' during the CWaC Local Plan Consultation 2 years ago is now proposed as the right location for 400 houses.
- I disagree that the location for Phase 1 '.....is supported by the community as the preferred location for the long-term prosperity of the village, ensuring that development contributes positively to the long-term function and character of Tattenhall ' (para 3.46). The community supported Scenario 2, in the expectation that the options for traffic flow would be different.
- I also disagree that Phase 1 will be 'avoiding development which would harm the village centre as a result in a substantial increase in additional vehicle movements' (para 3.78) for reasons already mentioned. How can there not be a 'substantial increase in additional vehicle movements' when the development is huge, located away from the village centre, and with only one route to get there?
- Policy 7 states that it (TNPR)'..enables development to come forward in phases to ensure that growth is coordinated, infrastructure is delivered in a timely manner, and impacts on the village are properly managed. Phasing allows early delivery of essential infrastructure and community facilities, whilst ensuring that later phases respond to changing needs over the plan period.' But Phase 1 is vast and, as already mentioned, there is no stipulation as to when the 'infrastructure and community facilities' must be provided.

I'm sorry to be negative - I do appreciate that masses of hard work has gone into this and that there is an element of being backed into a corner.

I realise I can be accused of Nimby-ism. I'm sure you will understand that residents of Edgecroft will be hugely impacted by this Plan. It puts us living on a massive housing estate, which is not what we chose. That said, I have tried to set my personal feelings aside and be as objective as I can (though it is because I live where I do that I know people will use their cars to get to the village).

I thank you for all the work you do for the Parish. I'm sorry that I do not feel able to support this .

Respondent 9

Planning Objection – Proposed Development of 400 Dwellings, Tattenhall

Given that there are very limited employment opportunities in the village and that therefore residents will have to commute, using industry standard traffic and planning factors, the impact of 400 additional dwellings implies:

Population increase of between 850 – 1,050 people (+43%) an additional 520 – 800 (+ 25 – 35%) vehicles resulting in an additional 1,600 – 2,400 trips/day. This will have an impact on commuting patterns and traffic capacity and concentration in particular on school / peak time and village centre congestion.

1. Traffic Impact and Highway Safety

the proposed development is expected to generate approximately 1,800–2,200 additional vehicle movements per day, with an estimated 120–200 additional vehicle movements during peak hours.

The primary access routes from Tattenhall to the strategic road network is via Chester Road, the A41. These junctions are already reported to experience congestion, queuing, and safety concerns.

Based on standard rural junction capacity assumptions, the A41/Chester Road junction is likely to operate at or near capacity at peak times. The addition of traffic from 400 dwellings would exceed this capacity, resulting in:

- Sustained peak-time queues (estimated 20–40 vehicles)
- Increased delays (2–5 minutes average, up to 10 minutes at peak)
- Reduced gap availability for safe right turns onto the A41
- Increased risk of collisions due to driver frustration and limited visibility

This represents a clear and unacceptable impact on highway safety.

2. Unsustainable Scale of Development

A development of 400 dwellings would increase the population of Tattenhall by approximately 850 – 1050 (40–45%). (ONS standard planning assumption) This scale of growth is disproportionate to the size and infrastructure capacity of the village.

The scale and layout of the proposed development raise concerns regarding community safety and crime prevention.

A development of up to 400 dwellings would significantly increase the number of vehicles and properties, which is typically associated with higher levels of opportunistic crime such as theft from vehicles and property.

In addition, large edge-of-settlement developments such as proposed create areas with reduced natural surveillance and multiple access points, increasing vulnerability to anti-social behaviour and low-level criminal activity.

Given the limited policing presence typical of rural areas, it is important that the design of the development fully incorporates “Secured by Design” principles to minimise these risks.

Without clear and robust design measures, the proposal risks conflicting with the objectives of the NPPF to create safe and inclusive communities.

3. Impact on Local Road Network

Secondary roads such as Rocky Lane and Frog Lane are already substandard in width and alignment. Increased traffic is likely to result in:

- Verge damage and road edge deterioration
- Increased vehicle conflicts
- Rat-running to avoid congestion on Chester Road

These impacts would degrade both safety and rural character.

4. Cumulative Impact with School and Peak Traffic

Existing congestion is already exacerbated by school-related traffic. The proposed development would introduce an estimated additional 100–150 vehicles during school peak periods, creating acute congestion spikes and safety risks near school access points.

5. Lack of Sustainable Transport Alternatives

Tattenhall has limited public transport provision and a high reliance on private vehicles. As such, the development cannot be considered sustainable in transport terms, contrary to national and local planning policy objectives.

Conclusion

The proposed development would result in a severe impact on the local highway network, particularly at the A41/Chester Road junctions, leading to increased congestion, delays, and safety risks.

Recent appeal decisions demonstrate that highway impacts alone are sufficient to justify refusal where the residual cumulative impact would be severe. For example, the 2024 Gomm Valley appeal was dismissed solely on highway grounds, with the Inspector concluding that the development would result in severe impacts on the road network and unacceptable safety risks.

Similarly, large housing proposals have been refused where transport assessments were found to be insufficiently robust to demonstrate that impacts would not be severe.

In this case, the A41/Chester Road junction is already operating under pressure, and the additional traffic generated by up to 400 dwellings would likely exceed its capacity, resulting in sustained queuing, delays, and increased safety risks. In line with established appeal decisions, this represents a severe cumulative impact and justifies refusal under the NPPF.

In its current form, the development is unsustainable and should be refused.

Personal Motive for Objection

Nearly a year ago, my wife Leslie, as a result of brain surgery, faced the challenge of having lost 80% of her vision. Shortly after she began to lose her remaining sight, prompting further surgery and experimental treatments in an attempt, so far successfully, to keep whatever vision she has left. During this period, we decided that given the likelihood that she could lose her sight completely, we ought to move closer to our family and if possible, to find a supportive and peaceful environment where she could adjust to a new way of life, get back her self-confidence and develop 'mind maps' in a sympathetic, safe and secure environment that could help her to regain some level of independence and future well-being.

We found such a place in Tattenhall and Gifford Lea, where 7 weeks ago we moved into a south-facing apartment with lots of light and a view of the Cheshire countryside that together with the village can provide the ideal, safe and secure environment we are hoping for after this life changing event. We were devastated to learn that this will be lost if this proposed, inappropriate urban style development with all its predictable and attendant problems is allowed to take place in this rural environment.

The proposed development will destroy our view of the countryside, so important for someone with severe visual impairment to enjoy, and will severely disrupt this rural environment, bringing years of construction noise and dust and a significant increase in local traffic and congestion especially in the village centre. The increase in traffic volume and concentration will compromise pedestrian safety throughout the village and surrounding area reducing confidence and heighten anxiety, resulting in vulnerable residents becoming reluctant to join in village social activities and life.

The impact that this proposed development will have on our quality of life is profound, and therefore we object to the proposed development of approximately 400 dwellings in Tattenhall on the grounds of transport impact, infrastructure capacity, and sustainability and resident safety and security.



Respondent 10

After attending several meetings held by yourselves over the last few months and reviewing the published documentation I wish it to be formally recorded that this is a letter of support for the Tattenhall Village Plan as proposed by yourselves.

If central government and CWAC policy results in Tattenhall having a requirement to accept several hundred new homes over the next 10 plus years it is the least worst option that this is done on the land

off Frog Lane provided by Bolesworth Estate according to the published outline planning suggestion and in a controlled way, rather than allowing piecemeal construction encircling the whole village.

Respondent 11

I would like to give my support to the proposed Neighbourhood Plan.

Housing growth is unstoppable so it makes sense to have some control of future developments.

Respondent 12

I am writing to formally complain about the planned development of 400 plus houses adjacent to the Gifford Lea retirement village in Tattenhall and list them as follows.

- Infrastructure /Impact: – local roads are already at capacity causing congestion as many cars and other vehicles park on the roadway outside of the relevant property as there is no parking space at the houses. This causes already moving vehicles to have to pull into the kerbside or even onto the pavements to allow vehicles coming in the opposite direction to pass freely. Tattenhall village is equally compromised as vehicles park outside of business premises causing congestion and occasionally dangerous maneuvering affecting pedestrians.
- Environmental/green Belt: - there could be a loss of biodiversity, green belt land and increased flood risk. The potential loss of high-quality agricultural land must be avoided.
- Character of the Area: - 400 plus homes are disproportionate to the existing community. Tattenhall is a Village and 400 new homes plus up to a possible 800 cars will turn it into a Town destroying its rural character. I suspect that Schools and Medical services are already at capacity.
- Gifford Lea retirement village: - All residents must be 65 years or older and many are in their 70's and 80's just wanting a peaceful and quiet retirement. The increased traffic in the area will certainly be frustrating and more hazardous for those who currently walk into the village and have to cross carriageways.
- The Future: - I reject the plan completely unless the proposed quantity of 400 be reduced dramatically to say 30/40 houses in various parts of the County where there is access to existing services such as gas, electricity, water and sewage.

Respondent 13

I have the following comments

Traffic impact and highway safety:

There will be increased peak time queues

There will be less safe right turns on to the A41 where there is already congestion and safety problems

An increase of +/- 1000 people will impact on school, peak time village centre congestion

There is no evidence of extra parking in the village

There is no evidence of increased sewerage

Both access points are opposite Gifford Lea which already has a considerable traffic flow

Both

Rocky Lane and Frog Lane are already unsuitable for heavy vehicle traffic

Other matters

There is no mention of extra school places or medical facilities

There is no local need within Tattenhall for anything like up to 600 houses

Respondent 14

I object strongly to the inclusion of the proposed Bolesworth Estates planning application in the new Neighbourhood Plan for the village. I do not believe that this development will benefit the local community in any way. I firmly believe that the development is excessive and completely out of scale with any demonstrable housing need in the village and surrounding area and therefore cannot be said to meet the needs of the local community. Further, there would need to be a massive upgrade in local infrastructure to meet the scale of development proposed, in terms of roads/ highways, power, sewerage and much more and I simply do not believe that this will be forthcoming, effectively making day to day life far worse for local people going forward.

The inclusion of an option for land set aside for a new GP surgery is nothing but smoke and mirrors. It is not in Bolesworth's gift to deliver, as this would be the responsibility of NHS England and the local Integrated Care Board to determine. Given that Bolesworth is currently evicting longstanding tenants out of the blue and only giving the minimum 2 months notice, I simply cannot believe that they have the interests of local people at heart. One of my concerns is that, once planning permission has been obtained, Bolesworth will simply sell the site to the highest bidder and walk away from any so-called promises or commitments they have made and any developer will have no responsibility, and probably no intention, of providing any of the new infrastructure needed, putting profits before any benefit to the local community.

I do appreciate that the Parish Council has been put in an untenable position by the Council and changes to the national planning framework (which is essentially a developers' charter), but I firmly believe we should be coming together as a community, and joining with other local, rural communities, to push back to the Council and to the government, to fight these proposals and protect our village. Even the County Councils Network has grave reservations about the government's proposals and their impact on rural communities*. Smaller schemes, based on actual local need, would of course be very welcome, but this scheme provides a foot in the door for developers and my fear is that, once a planning permission on this scale has been granted, it will simply become a free-for-all and a lot of what makes this village so special and so charming will quite simply be destroyed. Make no mistake, local businesses and attractions will also suffer, if this is allowed to happen, which would have a disastrous impact on the local economy.

Given the changing planning framework, I am aware that a number of large planning applications already have been, or are likely to be, submitted for sites around the village and I strongly believe that the impact of all these applications should be considered concurrently, due to the cumulative impact they will have on our local community, environment, highways, services and infrastructure. The collective level of development proposed would, in my opinion, be very likely to change the existing rural nature of the village and its surroundings, destroying what it is that currently attracts people to want to live in, work in and visit Tattenhall in the first place.

In short, I remain strongly opposed to this scheme and cannot therefore support the proposed revisions to the Tattenhall and District Neighbourhood Plan.

Respondent 15

I am a resident of Tattenhall and I have the following views and comments.

I agree that there is no evidence that Tattenhall needs 400-600 new homes but the present version of the plan lacks clarity on which area of the settlement would receive your support. I agree that Phase one, because of location and early engagement with the landowner, should receive support, subject of course to the usual infrastructure concerns being addressed. However I believe there must be a pause on housing development thereafter to assess the impact of Phase one on the village. This pause should be enunciated, timed and be a specific policy.

I suggest that NO other planning applications should be considered during the duration of Phase one and a subsequent pause. This may be difficult to express but could be embraced as a policy stating "no

new housing developments within the settlement boundary of over (say) 600 homes will be supported other than the shaded Phase one and Phase two land". I consider this is essential to arrest and resist creepage of new housing within the settlement boundary in addition to the Phase one 400 homes.

In recognising the physical constraints of the High Street, pedestrian traffic from Phase one to the school should be encouraged. The Millennium Mile footpath and footpaths around the church offer a route and this perhaps needs clear signposting to achieve use by Phase one families. There is road congestion where Tattenhall Road, Chester Road and Burwardsley Road converge with the busy High Street. The last thing residents wish to see is ugly double yellow lines or other traffic controls imposed by Highways Dept, directly attributable to housing development, or indeed a larger village car park.

Turning to the proposed Phase two, I disagree to its inclusion in the plan on the following grounds:

1. It is currently unclear if CWaC require Tattenhall to find room for 600+ homes.
2. I disagree with any increase to the existing North West settlement boundary adjacent to Chester Road.
3. Any development adjacent to and using Chester Road will increase traffic on Chester Road since the proposed extended settlement area is too far from the High Street for pedestrians. This will create dangerous road traffic congestion in the High Street area, especially given the cumulative impact of Phases one and two..
4. Chester Road junctions at Gatesheath and especially the A 41 are dangerous. Additional traffic flow from any Chester Road development will increase the dangers.
5. There is no bus route along Chester Road to relieve usage.
6. We must try to retain green countryside. We must limit the loss of agricultural land. Tattenhall has attractive approaches and green space which are beneficial to mental wellbeing. We should resist reductions to the existing green space around our village.
7. Tattenhall village has a heritage dating back centuries. This is evident in its High Street and its green spaces. A large increase in the population of the village will place pressure on the village amenities. ANY increase beyond phase one will change the village detrimentally and it is not unreasonable that heritage should be retained.
8. Although the Plan sets strong well meaning conditions under policy 7B i-x I am not convinced that these will be respected in practice.

I trust you will consider these issues and incorporate them into the final version of the Plan.

Respondent 16

The Tattenhall and District Neighbourhood Plan (TADNP) needs to have the power for sustainable growth in the future of our village. Developers seem to be allowed to build with no consideration for the environment or amenity. Narrow roads approaching the A41. The highways department don't seem to see it as a problem!

Planning applications for building should be selected to keep the character of our High Street. We do not want it grid locked with cars.

The modified 2025-2045 version of TADNP is in response to CWAC. Vast number of homes to be built in Cheshire Villages. 500-600 homes in Tattenhall. Careful consideration should be given to where these houses should be allocated.

We are grateful the Parish Council has worked very hard, engaging with local residents.

Respondent 17

Firstly, could there be a glossary of abbreviations in an Appendix? The abbreviations TNPR, TPC and CWaC appear on Page 1 without explanation. It's difficult trying to remember what all the initials in the document stand for!

Other comments

Table of Contents

Although the headings are in italics, do the associated page numbers have to be also?

There is no mention of the Tattenhall Inset Map on page 29

Page 5

2.2 Why are figures quoted from the 2001 Census and not 2021?

Why no mention of the church, school, Barbour Institute, Education Centre, Pet Parlour, Fish and Chip shop?

Page 8

Post Statutory consultation does not have the same offset as the earlier headings

Page 9

Full stop missing at the end of 3.1

Why have a comma before "are" in the heading for 3.2?

Page 10

What is NPPF in A)

In B), is "and:" necessary at the end of i)?

3.4, Cheshire West and Chester is used instead of CWaC seen previously

3.6, no full stop at the end

Page 11

CWAC in 3.9 should be CWaC (twice)

In A) some of the points end with a full stop, some don't

Page 12

Point D) does not have a full stop

Page 13

There is a gap between small- and scale in the first point

There is a gap between the first and second points but not between second and third

There are commas before or and ands

There is not the same spacing before and after Policy 4 as in previous policies

Why not start each policy on a new page?

Page 15

The heading seems to be further down the page than earlier ones

Is the last bullet point in A) not the same as B)?

In C) is the second sentence not a repetition of the first one?

3.35 what is the "made Plan"?

Page 16

Was there a reason for giving the subheading a lower case "a" when capitals were used previously?

Why is it necessary to give each location a letter/number, why not use bullet points?

The heading for b) is at the bottom of page 16, should be on 17, why lower case "b"?

Page 17

"c" on page 17 is in lower case, again why numbers not bullet points?

What is meant by Sport Tattenhall in b3?

There is a dot between "c" and "11"

What is Appendix B?

Why does A) suddenly appear? It is not offset to the same position as previous A)'s

Full stop missing from one of the points

There is a gap between "green-" and "spaces"

3.38 what is LGS?

3.38 b), why is "; and" added at the end of the point?

Page 19

3.39 it says “remain unchanged” and is then followed by “the only change...is”, then the word “policy” appears twice in the same sentence
No need for capital letters in sui generis, I find it difficult between “i” and “I” on my screen, does it say sui or sul? Do most people know what this expression means?
Perhaps it is me, I am not making sense of the wording in the first sentence of xii, regardless of that, there shouldn’t be a comma after necessary
In xiv, if it is a single watercourse, should it then not be “their” but “its” or should it be watercourses? Should “provides” be “provide”?

Page 20

There were brackets around “Land to the south of Frog Lane” in A) but none here
Similar comments as previous, in viii) is “, and” necessary after point i), and in ii) “provide” rather than “provides”. Should these two statements be allocated letters rather than more Roman numerals?

In ix) “watercourse” is followed by “their”, should be “its”, see comment under Page 19

Page 21

Top of page, is “obligation” the correct word?

3.42, CWaC has been used elsewhere, not CWAC. Should be “has” not “have” afterwards, CWaC is not a plural word

3.44, the initials NPPF are used first but then the whole name is shown in the next line.

3.47, the whole name has been used instead of CWaC, similarly in 3.49 and 3.50, several times

3.49, why are bullet points 3 and 4 not combined, the fourth bullet point starts with “and”? Why are there commas at the end of each bullet point?

Why put both NPPF and the full name, bullet point 5? Why not omit one of them?

Page 22

3.54, what is “PPG”?

3.54 what is “LAA”

3.54, last bullet point has a full stop, others don’t

Page 23

3.56 Settlement Special Plan appears but in 3.57 an abbreviation is used as well, should not the abbreviation be in 3.56?

Page 24

There are commas after each bullet point, this has not been the format earlier, see also page 25

Page 25

What are M4(2) and M4(3)(a) and (b), have they been mentioned before?

3.76 there is a comma after “and” before “improve”

Also, has TNP been defined previously?

Page 26

3.77 omit “of” after “outside”

Has CIL been explained previously?

3.78 Two “will ensure”s in same sentence

Just for my information, what was the “community engagement” near the end of 2025?

3.79 Abbreviate to CWaC?

3.80 What does “0.5 form entry” mean?

Page 27

3.84 Include the word “River” before “Dee”? Have Flood Zones 2 and 3 been explained elsewhere?

Commas after bullet points not necessary

Page 30

Is there a difference between TPC in 4.1 and “The” TPC in 4.4?

Is “The Parish Council” in 4.3 the same as TPC/The TPC in the other points?

What is ONH Planning for Good?

Respondent 17

Thanks to the parish council for all the work that has gone into this document.

It's good to see that consideration has been given to wildlife and existing hedgerows etc. 600 houses seems quite a large increase in village size and whilst I accept we will have to take our share of these building targets and provision has been made for the increase of needs at the doctors and local schools, how can the village cater to the additional people without a bigger and better retail offer and the additional traffic as a result?

I would also like to see how the additional water and waste requirements will be provided without causing existing residents inconvenience?

Thanks again for everyone's efforts.

Respondent 18

I write to add my comments to the neighbourhood plan as a recent arrival within the village.

I understand the Parish Council's need to establish a plan in order that the local community's voice is heard and taken into consideration when reviewing planning applications for new homes. My personal view is that large scale development of the village such as the planned 400 and later second phase of 200 homes is going to considerably change the whole aspect of the village. I feel that a better solution for Tattenhall and the other surrounding villages struggling with the same issue would be to create a completely new town with its own infrastructure designed with 21st century needs in mind.

However, considering the plan on the table, I feel that I can support it, but with the proviso that the issue of access is addressed. We have a narrow high street with a 90 degree bend at Tattenhall Hall entrance, Frog Lane with a tight bend and narrow hump-backed bridge and Rocky Lane with blind corners and narrowings along its full length. Whilst traffic forecasts seem to indicate that the roads have capacity to accommodate the growth, nothing has been done to acknowledge the safety aspects with these rural lanes. Both Frog Lane and Rocky Lane are showing signs of width creep with verges regularly used by traffic to pass each other. I personally have had a wing mirror damaged by a speeding white delivery van whilst driving on Frog Lane.

There is an assumption that the creation of walking and cycling routes to the village will ease the traffic situation within the High Street. This is wishful thinking. Many of the proposed new homes will be for working families who will be time constrained and will need to use the High Street to drop children off at school whilst on the way to work, and people won't walk if the weather's inclement.

I therefore feel that the creation of a link road between Frog Lane and Chester Road, joining Chester Road at a new roundabout at the tight right-hand bend when going out of the village would offer residents of the new development a better route to the better quality (although still a rural lane!) Chester Road that would avoid going through the village centre. As the intention is to focus any new development to the western side of the village, this seems like the only sensible solution to providing a safer access to the A41 if the Highways Dept are adamant that there should be no new access points to the A41. The Frog Lane access point would need to be west of the line of the old railway line and well clear of the hump-backed bridge, as I understand that the route of the old railway is to be protected for future use. See attached plan.

Respondent 19

To Tattenhall Parish Council

Thank you for the opportunity for us to comment on the latest version of the TNPR. We appreciate the need to update the original NP. We have attended various presentations of the original and revised proposals.

1. Having reviewed the latest version which the Parish Council has circulated, we have to write to express concern about the radical changes to the original 3 scenarios put forward in the autumn to end up with scenario 4. Our original support was for a spread of housing over the term of the Plan right around the village.
2. Scenario 4 now puts all future housing in 2 specific areas to the west and south of the village and the scale described (400 and 200 houses) is, in our view, disproportionate to the real needs of the village. We feel that the first phase of these proposals is too big in scale (400 houses) and is driven by the demands of the landowner to relinquish a large area of prime agricultural land for commercial profit.
3. We are concerned that, with regard to the second part of scenario 4, this area, also prime agricultural land, will only be made available by the same landowner if the first area in 2 above, is included in the TNP.
4. We do think that there would be benefits to building some properties in the west and south of the village long-term, but on a much reduced scale and as part of several developments around the village, as was suggested in the original scenarios. The sheer scale of scenario 4 is thus disproportionate to anything previously considered and is unacceptable to us.
5. We also have major concerns about the scale of these proposals on the road infrastructure in the south and west of the village. This is already under pressure with increases in traffic volumes in recent years and as a consequence of the various recent housing developments. In the last 10 years or so, Redrow (95 houses), Tilney Way (33 houses), Gifford Lea (170 apartments rising to 195 shortly) have added to these pressures, plus the advent of home delivery services.
6. The Neighbourhood Plan proposals before us do not recognise the inevitable change to the village road network and the village centre. Accepting that Tattenhall is required to take on more houses, building schemes spread around the village 'map' will ease the pressures on the road network more evenly when exiting or arriving, than all vehicles funnelling in and out of the south and west quadrants. Accommodating more vehicles through and in the village centre on the scale anticipated is not addressed enough in the Plan. More work needs to be done on how the village centre would cope with the proposals.
7. Pressures created by this Scenario on flood management, drainage, sewerage in the south and west of the village will need serious assessment. Loading all the demands on existing systems on one side of the village seems poorly thought through. Others more expert in these areas will we are sure comment more technically than we feel able at this point. From our perspective, we see how poorly the drainage systems have coped in recent years and, with the loss of even more grassland, changing to hard surfaces, future flooding problems seem inevitable.

We hope these comments will help further deliberation over what is best for our community,

Respondent 20

The Parish Council is to be commended for working so quickly to produce a revised version of the TNP. It has formulated a viable option for meeting future housing targets and ensuring that future housing growth will be plan-led. However it is apparent that the Parish Council itself is not convinced of the need for housing on the scale proposed in Policy 7 Site Allocations. To approve a policy whose assumptions you do not accept is an invidious position for any public authority, and I wonder whether some way can be found of indicating in the TNP the reluctance with which its housing allocations have been arrived at. I wonder for example whether, where the plan says (eg in Policy 7) 'Development will be supported...' you might add 'up to the level of any housing targets for the time being set out in the CWAC Local Plan'. I

cling to the hope that CWAC will ultimately opt for targets which give effect to a revised settlement hierarchy, in which Tattenhall would not be treated in the same way as other current Key Service Centres, all of which have better public transport links. If a lower target were set for Tattenhall than currently anticipated, development up to that level would be supported. To the extent that an application caused the target to be exceeded, the PC would have a discretion whether or not to support it.

Subject to these misgivings I believe the Plan deserves public support, and I will vote for it at the forthcoming referendum.

Respondent 21

Tattenhall and District Neighbourhood Plan.

I am a resident of Tattenhall .I attended the Consultation Meeting to consider amendments to the Neighbourhood Plan for Tattenhall District on 5 March 2026. I also attended the Extraordinary Parish Council Meeting on 25 March 2026. Following these meeting I concluded that, despite some misgivings, I would support the Neighbourhood Plan to protect the Village from uncontrolled developments and planned to encourage my neighbours to do the same.

However I am now reconsidering this decision for the following reasons:

- I have now done further research on the consultation process that led to the selection of Option 4 , the land to the South and North of the Frog Lane , being identified for future housing development. I have read the following in the Draft Environmental report from ONH dated February 2026 regarding the recommended Option 4 that contains the following statements:
- Scenario 4 “contains a small area covered by Grade 2 land. It is therefore possible that this scenario could lead to the loss of the best and most versatile land.....”
- “The majority of the site area in this scenario are unaffected by fluvial flood risk. The only exception to this is some parts of the northern sites which have areas of Flood Zone 2 and 3 where Mill Brook divides the northern site in two. As with other scenarios, there are pockets of surface water flood risk, concentrated densely most on the western edge of the site south of Frog Lane”.
- “...this scenario includes a site to the south of Frog Lane which is immediately adjacent to the Conservation Area and in close proximity to a Grade 11 listed building. Therefore, there is potential for this scenario to have a negative impact with respect to cultural heritage”.
- “It is clear that a section of the sand and gravel safeguarding area passes through the area north west of the main built-up area of Tattenhall.Therefore, there is a possibility that the development of those sites that fall within the safeguarding area could have a negative impact on the extraction of those resources, by sterilizing the land. The impact of this would be mitigated if extraction were to take place before the sites were developed.”

With these comments in mind I would wish consideration to be given to smaller developments which could avoid the negative aspects outlined above.

I have additional concerns that the centre of the Village will be detrimentally affected by the increased traffic once the development to the south of Frog Lane is occupied. Vehicles will be using it to access the roads to Tarporley, the local shop, the school and the playground. There are vague references to a Link Road between Chester Road and Frog Lane which could provide an alternative route but no details are given regarding a possible location or how it would be funded. There is a right of way through the Retirement Village from Frog Lane into the fields to the north but that would be inadequate to create a link with Chester Road and result in a totally inappropriate and unsafe mix of users.

It is with regret that I have concluded that despite the merits of the rationale being put forward to the approve the revised Neighbourhood Plan, the whole process is being rushed through based on out of date Local Plan, questionable data on current traffic flows and dismissing concerns raised in the Environmental Plan undertaken by ONH on behalf of the Parish Council.

Respondent 22

Comments from Tattenhall resident in regard to the neighbourhood plan

Comment 1: Excessive Development Volume

I would like to raise a concern regarding the overall volume of proposed development within the neighbourhood plan. The scale appears excessive relative to the size, infrastructure capacity, and character of Tattenhall.

Such a level of development risks placing significant strain on local services, road networks, and community amenities. It is important that growth remains proportionate and sustainable, ensuring that the village retains its character and that infrastructure can adequately support any increase in population. I strongly encourage the Parish Council to reconsider the total volume of development and ensure it is aligned with the capacity of local infrastructure and the needs of the existing community.

Comment 2: Traffic, Access, and Location Constraints

While I recognise that certain locations may be suitable for development due to their potential access routes, it is essential that traffic impacts are carefully controlled.

Under no circumstances should new development result in increased traffic passing through the High Street, Chester Road, Tattenhall Road, and Park Avenue triangle. This area already experiences dangerous levels of traffic, particularly during peak times, and coincides with high pedestrian activity associated with the school, park, and local shops.

To mitigate risk and protect public safety, any new housing development should be required to use access routes that avoid this area entirely. Specifically, access should be limited to Frog Lane, Rocky Lane, and Newton Lane.

In addition, a minimum radius of 0.2 miles around the school should be kept free from:

- Construction activity
- Construction traffic
- Increased residential traffic resulting from new developments

This is essential to safeguard children, pedestrians, and the wider community, and to prevent further intensification of already unsafe traffic conditions.

Respondent 23

For the attention of Tattenhall Parish Council.

Thank you for the opportunity to comment on the Pre-Submission version of the Tattenhall Neighbourhood Plan 2025-2045. I have a specific comment regarding the proposed village settlement boundary.

At the public meeting on 5 March at the Barbour Institute, Mr Keeping explained that the proposed village settlement boundary is drawn to include the existing village residential area plus the Bolesworth land allocated for Phase 1 and Phase 2.

The settlement boundary shown on page 29 of the Pre-Submission version of the TNP includes the field to the west of the existing Millbrook Meadow development on Chester Road. This field is neither an existing residential area nor part of the land allocated for Phase 1 or Phase 2, and should therefore be excluded from the settlement boundary as shown on the attached diagram.

The approved planning application for Millbrook Meadow excludes the field. It was used as a compound during the development phase and the owner has confirmed that it is being retained as pasture land.

Please can you adjust the new village settlement boundary to exclude the field between the existing Millbrook Meadow development and the proposed Phase 2 Bolesworth development.

Respondent 24

For the attention of Tattenhall Parish Council.

Assuming that CWaC allocate a housing development target of up to 600 for Tattenhall, I support the proposed Bolesworth Phase 1 development in principle as shown in the Neighbourhood Plan.

However, given the scale of Phase 1, all other multi-house development applications (including Phase 2 and other smaller developments) should be refused until such time as the full impact of Phase 1 has been assessed. This impact assessment should cover transport, flood management, village facilities and services, primary and senior schools etc, and review the take-up of housing in practice. On this latter point, I highlight two recent developments in Tattenhall, both with properties for sale since 2022:

- Newton-by-Tattenhall where there are still a variety of unsold properties, including town houses, semi-detached, terraced and shared ownership houses
- Millbrook Meadow where 40% of properties are still unoccupied, including large family homes, bungalows, shared ownership terraced houses and affordable apartments

This restriction on planning applications for multi-house developments should be defined in the Neighbourhood Plan so that housing growth is managed progressively and realistically over time for the good of the village, its residents, service providers, landowners and developers.

Respondent 25

Dear Tattenhall Parish Council,

I have read the revised edition of the Neighbourhood Plan, and have been very impressed with the thorough scope, the pragmatic policy and the clarity of the arguments put forward.

There are two suggestions that I would like to put forward :

(1) In the Policy 5 section, paragraph 3.36 the NP refers to provision of green parking "...in the village centre..."; this strikes me as being potentially very difficult, and you may wish to consider re-wording the phrase to "...as near as possible to the village centre..."

(2) In the Policy 6 section, there is a list of 'SITES OF OPEN SPACE VALUE'. This should recognise not only small sites within the village, but also sites which provide open space vistas from the village.

Perhaps the most notable such site is from the Flacca sports field and its publicly available environs; another - not as well known, but freely accessible to the public - is the view from the North end of Shire Way over the lower-lying fields and along the Sandstone Ridge. The Council may wish to consider listing these sites as specific 'SITES OF OPEN SPACE VALUE'.

There is one further matter that I wish to raise, one in which I struggle to understand the Council's rationale :

(3) In the Policy 7 section, sub-section A relates to Phase 1 of residential development; I find it somewhat alarming that in paragraph iv) the Council is proposing to redesignate Rocky Lane to "quiet lane" status with very limited vehicular movements.

Even with its present deficiencies - narrow, twisting, with poor visibility for traffic and a propensity for surface water flooding, Rocky Lane is THE strategic village entrance from and exit to all points South. Without it, traffic would have to use Frog Lane - which towards the A41 is also narrow, twisting, with poor visibility for traffic and a propensity for surface water flooding - but the difference is that existing houses make any improvement there impossible, while Rocky Lane (from The Righi outwards) is bordered only by farmland - and very little extra land would be needed to make very significant improvements to the width, bends and traffic visibility. With the substantial growth in the village

population now being proposed, it seems to me to be rather short sighted to reduce the road capacity for access and egress : remember that with a greater population we should expect not only more car movements, but also more delivery vehicles, more plant movements, and quite possibly more buses (service and school buses). The facts of life are that, for travel outside our village in this very rural area, cycling and walking are overwhelmingly leisure pursuits while public transport is only likely ever to serve a few specific destinations - and those for people with no time pressures.

The loss of Rocky Lane for vehicle traffic would condemn Tattenhall to permanent access difficulty with no real and viable solution. The very least that would be essential to mitigate the situation would be the provision of traffic lights at the A41 junctions with both Chester Road and Frog Lane; indeed, traffic lights at the Chester Road junction would be absolutely necessary in any case to cater safely for the increased volumes of traffic.

I would suggest that it is Frog Lane that could more usefully be designated a "quiet lane" : it goes only to Milton Green, whereas both Rocky Lane and the Chester Road are effectively crossroads, with minor roads leading onwards, as well as leading naturally onto the A41, for traffic heading south and north respectively. It would also offer cyclists a junction with the A41 at a point where traffic speeds are lower (40 mph maximum).

I hope that this contribution proves useful to the Parish Council in finalising its strategic development plans for the inevitable expansion of Tattenhall.

Respondent 26

11th April 2026

FORMAL OBJECTION TO THE DRAFT TATTENHALL NEIGHBOURHOOD PLAN

To: Tattenhall & District Parish Council

Re: Draft Tattenhall Neighbourhood Plan – Regulation 14 Consultation

I submit this objection to the draft Tattenhall Neighbourhood Plan ("the Plan") on the basis that, in its current form, it fails to meet the statutory Basic Conditions, has not been prepared in accordance with the Neighbourhood Planning Regulations, and is vulnerable to legal challenge on established public law grounds.

This objection is not to development in principle. It relates to the lawfulness, rationality, procedural fairness, internal consistency, and evidential integrity of the Plan-making process.

1. Failure to Comply with the Basic Conditions: Lack of a Proportionate Evidence Base

The Planning and Compulsory Purchase Act 2004 requires that neighbourhood plans are underpinned by a proportionate and transparent evidence base.

The Parish Council commissioned an independent housing and growth assessment at public expense (approximately £5,000). That assessment examined defined growth options and identified a preferred option based on sustainability and planning criteria.

The draft Plan now promotes Scenario 4, which was not included in that independent assessment, was not tested against the same criteria, and was not subject to comparative sustainability appraisal. No updated or supplementary independent evidence has been published to justify this change.

This constitutes a fundamental evidential gap and is contrary to paragraph 31 of the National Planning Policy Framework (NPPF). Strategic site selection cannot lawfully rely on untested options introduced outside the evidence base.

2. Irrational Departure from an Evidenced and Democratically Supported Option

Scenario 2 was the outcome of the independent assessment and had been subject to community engagement and democratic support.

Its abandonment has not been justified by reference to new sustainability evidence, infrastructure constraints, or materially changed circumstances. The Plan provides no intelligible reasoning explaining why an assessed and supported option has been discarded in favour of an untested alternative.

In public law terms, this represents an irrational departure from an evidenced position, rendering the Plan vulnerable to challenge due to the absence of reasoned justification for a significant policy reversal.

3. Improper Reliance on Landowner Willingness and Sunk Costs

It has been stated that Scenario 2 was not progressed because the relevant landowner declined to release land, citing the fact that a substantial amount of money had already been invested in land associated with Scenario 4.

If this consideration influenced the Plan's direction, it represents a serious legal defect. Landowner willingness, private commercial interests, and sunk promotional costs are not legitimate planning considerations and must not dictate strategic plan-making.

Allowing private investment decisions to override an assessed and consulted-upon option:

- elevates commercial expediency over planning merit;
- fetters proper planning discretion;
- undermines the public-interest purpose of neighbourhood planning; and
- conflicts with the Basic Conditions.

This indicates reliance on irrelevant considerations and failure to give proper weight to relevant planning evidence.

4. Procedural Unfairness: Introduction of Scenario 4 Outside the Assessment and Consultation Framework

Scenario 4 was introduced outside the original options appraisal and independent assessment that informed earlier consultation exercises.

Residents were therefore deprived of the opportunity to engage with this option at a formative stage. A Regulation 14 consultation cannot lawfully cure defects arising from the exclusion of a material option from earlier evidence-gathering and options testing.

This undermines meaningful community involvement and breaches principles of procedural fairness.

5. Misdirection of the Public and Distortion of Informed Participation

At a public Parish Council meeting, residents were informed that unless Scenario 4 was pursued — involving an allocation of approximately 400–600 dwellings — the village would otherwise face "thousands" of houses being imposed.

If this representation was made, it raises serious concerns regarding the lawfulness and fairness of consultation.

There is no published evidence substantiating the assertion that rejection of Scenario 4 would inevitably result in development on the scale of "thousands" of dwellings. Framing consultation in this way risks overstating worst-case outcomes, suppressing reasonable alternatives, and inducing agreement through fear rather than informed judgment.

Consultation must be accurate, balanced, and free from misdirection. Where residents are presented with a false binary choice, responses cannot be regarded as genuinely informed, rendering the process procedurally unfair.

6. Failure to Demonstrate Deliverability and Infrastructure Capacity

The Plan fails to demonstrate that development of the scale proposed under Scenario 4 is deliverable, particularly in respect of:

- known foul sewerage and wastewater capacity constraints;
- secondary education capacity within the Bishop Heber High School catchment;
- highway capacity and conflicts with operational agricultural land uses;
- cumulative impacts with other live and foreseeable development.

Reliance on future intervention by third parties, without secured, funded and programmed solutions, does not satisfy requirements for deliverability or sound plan-making.

7. Density and Scale: Direct Conflict with Previous Parish Council Objections

Density and over-intensive development have historically been central to Parish Council objections to major planning applications in the village.

Previous objections to schemes promoted by Taylor Wimpey, Gladman and others consistently cited excessive density, scale, massing, and harm arising from suburbanisation as primary reasons for opposition.

Scenario 4 proposes development that is more intensive and extensive than those earlier schemes. The Plan provides no explanation as to why densities previously considered unacceptable are now acceptable, nor why long-standing objections based on scale and intensity no longer apply.

This creates internal inconsistency and demonstrates a failure to have regard to previous material planning considerations, rendering the Plan vulnerable on grounds of irrational decision-making.

8. Failure to Implement the Plan's Own Policy Commitment to Smaller Sites and Distributed Growth

The draft Neighbourhood Plan repeatedly refers to the importance of smaller plots, smaller-scale development, and distributed growth as a means of managing change and protecting village character. Despite this, the Plan allocates 100% of housing capacity to a single landowner and a single strategic site, with no meaningful allocation or support for smaller plots or dispersed development.

This represents a clear contradiction between the Plan's stated objectives and its actual spatial strategy. A plan cannot lawfully justify smaller, incremental growth while delivering a de-facto single-site allocation without explaining why alternatives have been excluded.

In public law terms, this constitutes a failure to apply the Plan's own criteria consistently and further undermines compliance with the Basic Conditions.

9. Inconsistency with the Plan-Led System and Decision-Making Coherence

Once made, a Neighbourhood Plan forms part of the statutory development plan. Internal inconsistency, unreasoned policy reversal, and evidential gaps materially reduce the Plan's weight and effectiveness.

If adopted in its current form, the Plan risks undermining coherent decision-making, weakening the authority's position at appeal, and conflicting with section 38(6) of the Planning and Compulsory Purchase Act 2004.

10. Cumulative Legal Effect

Taken cumulatively, the defects identified above demonstrate:

- failure to meet the Basic Conditions;
- procedural unfairness and misdirection of consultation;
- irrational departure from evidence and previously stated policy positions;
- reliance on irrelevant considerations;
- internal contradiction between stated aims and outcomes.

These are substantive legal flaws, not matters of drafting or preference.

Conclusion and Request

For the reasons set out above, I respectfully request that:

- Scenario 4 is withdrawn; or
- it is subjected to the same independent assessment, comparative testing, and meaningful consultation as earlier options; and
- the Plan is revised to give genuine effect to its stated commitment to smaller sites and proportionate growth.

This objection is submitted to ensure that any Neighbourhood Plan taken forward is lawful, evidence-based, procedurally fair, internally coherent, and capable of withstanding proper legal scrutiny.

Respondent 27

I would like to start by thanking the PC in their efforts to get the Village plan aligned with the new National Planning requirements in difficult circumstances.

I cannot however support the plan in it's current form.

While the requirements are fully understood, the current proposal does not align with what the people of the village, have already voted for, in both location and additional infrastructure.

The current proposal refutes the advice of an independent expert (ONH - for which the land in Option 4 had been discounted) in favour of the financial benefits of the local landowner. As has been openly discussed, many of the benefits of the village being put forward by the same landowner are not dependent or guaranteed on the village plan, while also acting as asset protection in the case of flooding.

While it is fully understood that flood mitigation is not a legal obligation of the landowner, even with the water coming predominantly off their land, IF they did really have the best interests of the village at heart, this would certainly be a moral obligation (Even if flood mitigation also protects their own assets).

If the initial village plan that was democratically voted for (Option 2) was maintained, this would provide more substance for the local council to implement CPO's if necessary. Option 4 as currently proposed is not fit for purpose with the village's current infrastructure.

I also find it disheartening that the future of the village would be decided based on incurred costs. Proceeding with planning is a financial risk at any level and as a society, we should not agree to follow something we know is not in the best interests of the majority for the pure benefit of a minority. If I purchased some active, high quality, working farm land, put forward planning for 20 dwellings, but did not intend to improve infrastructure, would the PC approve this on the basis of the significant cost I have incurred?

Again, I would like to thank you all for your efforts with this difficult process, however I cannot personally advocate or support option 4. I would fully support a return to Option 2.

Respondent 28

Tattenhall is currently a village of some 850 houses that has struggled to cope with recent additional housing developments due to its creaking infrastructure:

- * The twisting, narrow lanes into and out of Tattenhall from the A41 are unsuitable for modern vehicles, lorries and agricultural traffic, and dangerous for cyclists and pedestrians
- * All of these lanes have challenging junctions where they join the A41
- * There is often traffic gridlock in the village centre and only limited parking
- * The roads and fields in and surrounding Tattenhall frequently flood, at times effectively cutting it off from the main arterial road
- * The option of public transport is limited to an infrequent bus service to either Whitchurch or Chester
- * The sewage plant is at capacity, and on an increasing number of occasions discharges untreated effluent into the nearby watercourse
- * Preschool and nursery provision in the village is currently oversubscribed; secondary schools in the area are almost full
- * The existing GP surgery and other health services are already overstretched
- * Even the graveyard is almost at capacity

As part of its emerging Local Plan, CWaC has allocated Tattenhall between 500 and 600 additional new homes as part of its commitment to meet national government requirements. Development on this scale will exacerbate the community's infrastructure problems and concerns.

However unpalatable, the Parish Council must find a solution that meets this enforced housing requirement yet still provide benefits to Tattenhall's residents.

Faced with the scale of this challenge, and with no option to negotiate the target number, it is vital that revisions to the Tattenhall and District Neighbourhood Plan (TaDNP) are effective in doing both.

The revised Plan aims to deliver its objective by identifying two development sites to the west of the village made available by a single developer.

Siting future development here reduces the distance that new residents would need to travel to a junction with the A41 to access employment, secondary schools etc and would have a lesser impact on traffic through the village centre than sites proposed by other developers.

By dealing with one developer, infrastructure benefits have been promised including: improved road links; a new medical centre; additional village centre car parking; new play areas; a flood mitigation scheme; more allotments; more cycle parking and an additional burial ground.

Whilst this solution may be far from the community's ideal, it is hard to see an alternative.

I therefore support the revised Tattenhall and District Revised Neighbourhood Plan and commend the Parish Council for all the work done in progressing the Plan to this point.

Respondent 29

To the Parish Council

Having read the Neighbourhood plan and attended some of the consultations, I understand that the PC is in a real dilemma- protecting the local village and community and meeting Government policy.

I understand that the village probably needs to provide more housing, but have always questioned how much more the village can absorb given the current roads, sewage facilities, public transport and GP surgery. Is there a real need for that many houses in and around the village, when there seem to be lots of empty houses - including Bolesworth rented properties?

Many of these issues are covered by the plan, however I wonder how much the extra 4-500 cars and a 50% increase in traffic around the village and onto the A41 has been thought about. I understand that CWAC highways has dismissed the need for any upgrade with this amount of development. To me this seems a nightmare waiting to happen, given the frequent log jam through the centre of the village.

The village plan does cover flooding, protecting wildlife and providing sustainable housing - but this is not clear how much it means by this. Every house having solar panels, heat source pumps, EV chargers, built with sustainable materials that are as much as possible carbon neutral- would be some way of meeting the needs of climate change.

I would have liked to have seen a clearer statement of the need to look at the impact of climate change over the next 30-50 years when the village may well have doubled in size with this development.

Respondent 30

Dear Parish Council

I am responding to the consultation on the final version of the Tattenhall Neighbourhood Plan.

Whilst I am currently Chair of Transition Tattenhall I am unable to give you a view of the membership of TT as we have not held an internal consultation as to the views of the wider memberships. Individuals will have responded directly. TT is currently consulting its members on a Vision for a Sustainable Village (copy attached) which will be put to a vote at our AGM on Saturday 18th April 2026 which will be beyond the closing date of the NP. I therefore am sending my personal response having studied the final version of the Plan.

I am in broad support of the draft Plan and thanks to all for the work done in getting such a detailed and comprehensive document out. There are many details that we identify established progress in building a resilient community with attention to matters of biodiversity, sustainability and environmental protection as well as the expected management of future development.

I appreciate that there are guidelines as to what can be included in the Plan. However, as you will know from TT's earlier representation,(copy attached) I believe that any, strategic or operational plan must explicitly identify the growing impact of the climate crisis. It must do this by setting new and rigorous objectives to tackle the likely impact of climate changes. This Plan projects forward until 2045 when environmental, economic and climatic conditions will have significantly changed. If we are not now immediately, basing our planning intentions within the context of how these changes will effect the lives and resilience of our communities, we risk further delay in taking action that will impact on future lives of others.

If, for example, any housing development is allowed to happen without being fully designed and build to prepare for a sustainable future, then we are failing future generations. I do not accept that, in this community, we are not now take able to take a stand in all matters of planning and development that actively resists the continuing dominance of money and developers over the needs for future lives. If we do not now act to say we will fight for a better future and not accept the status quo in our the community's relationship to business, politics, and planners it will shame us. Our approach in the last 30 years has failed, so little reason now not to stand up for our community.

So after the rant what do I want? I want a clear and explicit statement to sit at the top of this plan to say that we the 'neighbourhood' do not want anything but a sustainable future and a planning process that supports that objective. Nothing less and I hope that the Council will see no reason not to stand up for this principle when they submit the final plan.

Our earlier letter and TT's Vision document cover our concerns and expectations in support of this request.

Finally I will support this plan but it is not the plan I would like to see we are to really have an impact on the future of our village.

Respondent 31

We write to comment on the Tattenhall Neighbourhood Plan – Regulation 14 Consultation 2026.

There are several parts of the proposed policies and broader plan we want to comment on:

- Policy 2 - Additional protection needed to protect the village boundary with A41 and safeguard the views and vistas of the Welsh Hills
- Policy 5 – the plan does not adequately address the issues of access from the A41 given the road state
- Policy 7 – the proposed site allocation is not appropriate, and does not have community support

The rest of the letter builds on these points, particularly in the context of the Frog Lane site allocation for 400 houses.

We object to this site allocation on the grounds that it would result in material and demonstrable harm to:

- highway safety,
- flood risk,
- residential amenity and the character of the village, and has a
- Lack of community support

Transport and Highway Safety

The location of the proposed phase 1 site sits between Rocky Lane and Frog Lane, windy and dangerous lanes. Rocky Lane is a single track road with barely enough room for vehicles to pass in many places. Access to the site would be solely via Frog Lane and these two lanes would be the main route from the A41 to the site.

Cars, lorries, buses, coaches and agricultural vehicles already drive too fast and across the centre of the road on these lanes. We only moved to Tattenhall in October 2025 but already have had a few near misses with vehicles on these roads. Further, the junctions with the A41 are not well signposted (particularly Frog Lane) and appear quickly around bends (especially in the dark). These issues arise from the inherent width, alignment and visibility constraints of Rocky Lane and Frog Lane, which are fundamentally unsuitable to accommodate the additional traffic levels arising from a development of up to 400 dwellings. We are concerned that with increased traffic there will be more accidents and increased potential for people to be injured.

The minutes of the Tattenhall & District Parish Council Extraordinary Meeting held on 6th August 2025 say: 'Rocky Lane provides the main route out of Tattenhall in a southerly direction; the narrow lane is well below the standard required of any road used by the number and type of vehicles that use it daily with vehicles overrunning verges to pass. Frog Lane does not provide a viable alternative to Rocky Lane.' This was in response to an outline planning application for a site at the opposite side of the village and of almost quarter of the number of houses.

In addition, we are concerned that these lanes will not be able to cope with the construction traffic and large vehicles using the lanes to access the site. This will only exacerbate the safety concerns and potential for further accidents with increased traffic.

Further, there are no pavements or cycle lanes on these roads. Safe pedestrian and cyclist access out of the village to the south west is limited/non-existent. Although there is a public footpath/bridleway along Rocky Lane, we feel that it is too dangerous to use. Increased traffic would only make this more dangerous.

The plan does not include anything to increase accessibility or safety for pedestrians or cyclists wanting to access the south west. Also, whilst Frog Lane is recognized as part of the Bishop Bennet Way National Trail, there is no pavement and limited verges. Walking here is hazardous now, and rising traffic from any development will worsen it.

We feel that the proposed Policy 5 does not adequately address these concerns. The proposal would therefore be contrary to national planning policy, which requires development to be refused where residual cumulative highway impacts would be severe.

In addition, the proposed Plan does not address the increase in traffic that would be routed through the village centre particularly in the larger phase w allocation. Particular problem points include: (1) Frog Lane/Rocky Lane junction, (2) High Street, and (3) the junctions with Tattenhall Road, Burwardsley Road and Chester Road. The Frog Lane/Rocky Lane junction is already a key pinch point, accommodating traffic to and from the A41, public and school buses, coaches serving the Tattenhall Education Centre, agricultural vehicles and local village traffic. It is also a pedestrian crossing point for the allotments and the village Forest School. In our view, this junction does not have the capacity to safely accommodate the additional traffic generated by up to 400 dwellings, whether approaching from the A41 via Frog Lane or travelling from the development through the village.

The High Street and the junctions listed above (2 and 3) also already operate as effectively single-lane sections due to on-street parking, making them difficult to pass through at present. The local road network cannot adequately accommodate a material increase in through-traffic without worsening congestion and safety risks.

Specific improvements needed include:

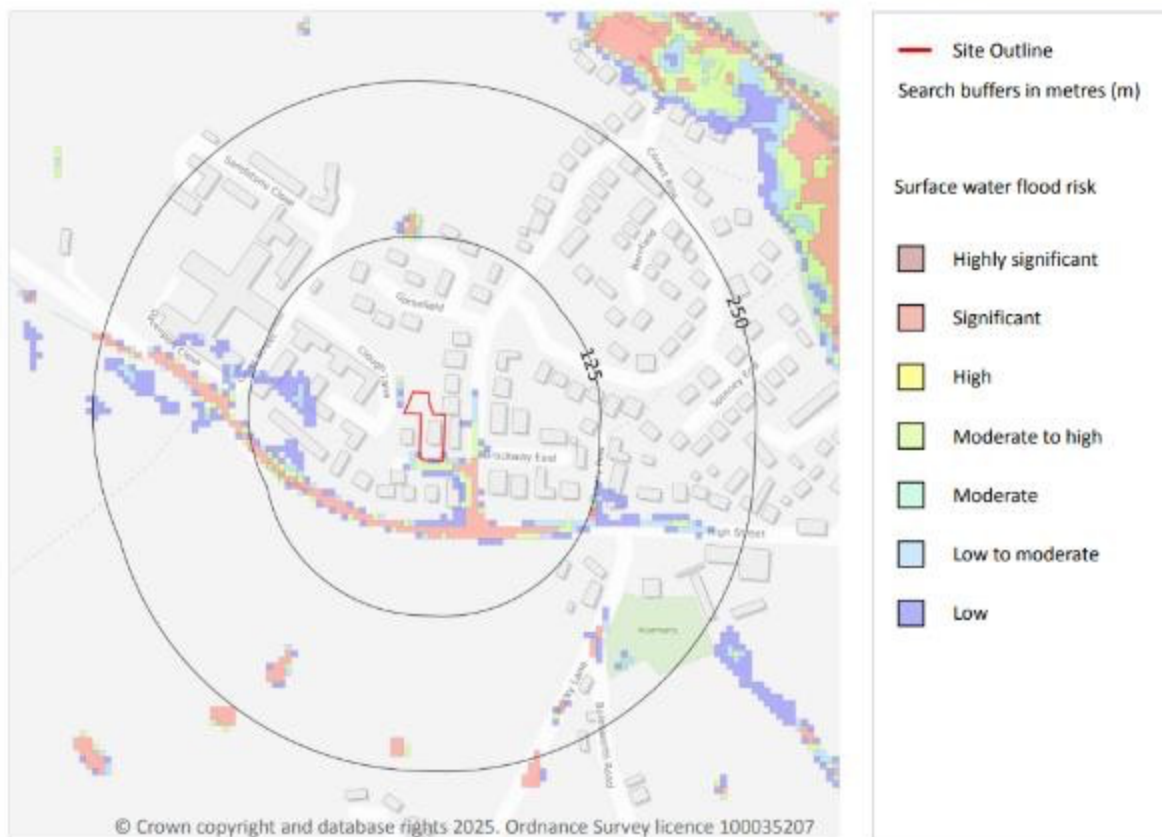
1. an improved entry from the A41 to the proposed development site to counter the issues on Frog Lane;
2. a separate, purpose-built walkway and cycle path connecting the village to the A41;
3. a by-pass so that car traffic does not need to pass through the village centre e.g., a new Frog Lane to Chester Road to Tattenhall Road link road as a part of the first development phase;
4. an improvement to Frog Lane/Rocky Lane and the Frog Lane–High Street junction, and a pull in place for buses and coaches.

Flooding

We are concerned about the impact that the proposed development site will have on flooding to the immediate surrounding area of the site, as well as provision to surface water flooding on the site itself.

A Groundsure Flooding report purchased when purchasing our home identified our property as a moderate to high risk of surface water and groundwater flooding. Examining the report showed that this is due to the significant risk of surface water flooding and moderate-high/high risk of groundwater flooding along Frog Lane in the north east corner of the proposed site and coming up Covert Rise into Brockway West.

Flooding / Surface water flood risk



Flooding / Groundwater flooding



The topography of the land suggests that water runs down off the land of the proposed site and onto Frog Lane. The elevated nature of the site relative to surrounding residential areas materially increases the risk of displaced surface and groundwater flows affecting neighbouring properties.

Whilst the village plan states there should be surface water flood alleviation scheme to serve the development itself, it does not mention protection of the adjacent roads and housing. This is contrary to planning policy, which requires development to not increase flood risk elsewhere.

Specific improvements needed include:

1. Protection of the flood risk to the areas adjacent to the development site;
2. Protection for construction-phase drainage and soil-management plan to prevent increased runoff and groundwater displacement during all construction phases.

Local amenities

Whilst the village plan places emphasis on a new medical centre, it does not address the capacity of other local amenities such as nursery and school provision.

It is worth noting that the village's only day nursery catering for full-time (or even part-time but full day) working parents has a capacity of only 8 babies and its baby room is currently full until 2028. The nursery has very limited availability for children of other ages. This would place additional pressure on families to travel outside the village for childcare, increasing car dependency and compounding highway impacts.

We are concerned that the proposed development will leave the village's nursery, pre-school and primary school over capacity and not able to provide for all of the village's children and parents. This critically also includes provision of wrap-around care at the primary school – not just primary school places.

In addition, whilst the plan mentions new play areas and public space within the development itself it doesn't mention improvements to the main central village play areas. Additional localised parks within the development are welcome, but improvements are also required for the main village park which will naturally be used more as a result of this development. Facilities for older children and teenagers should also be considered.

Specific improvements needed include:

1. approach to increase capacity at pre-school, nurseries and wrap around childcare;
2. assessment of current primary school and secondary school capacity ;
3. Improvements for play areas and recreational facilities in village centre and current sports grounds, as well as within the development itself.

Impact on the Character and Appearance of the Area and Noise Levels

Tattenhall is a special village with a close-knit community nestled within the Cheshire countryside. The approaches into the village through farmland and countryside with vistas to the Cheshire and Welsh Hills adding to its character and charm. The south-western edge of the village is very quiet and has unique defining views stretching out to the Welsh hills. The scale and elevated topography of the proposed development would result in substantial visual intrusion and a permanent loss of tranquillity at the village's rural edge.

This proposed development would completely change the character, appearance and noise levels to this area of the village and take away a piece of Tattenhall's unique appeal. The large scale construction works, spanning over several years would also cause significant disruption to the neighbouring residents. These findings are consistent with the planning harms identified above and demonstrate that the impacts of the proposal would be experienced acutely by the existing community.

Specific mitigations and improvements needed include:

1. protecting key vistas from the village towards the Welsh hills, particularly along High Street and Frog Lane.

Village Consent

Between 23 October and 05 November 2025, the Parish Council undertook an online survey designed to generate community feedback and provide assistance to the Parish Council in consideration of site allocations for the modified Tattenhall and District Neighbourhood Plan. The survey presented three scenarios, the last of which included the proposed site.

The outputs to this survey identified similar to those we have identified above and concluded:

Scenario 3 is firmly rejected by residents as unrealistic, harmful, and incompatible with the village's scale and setting.

The only proposal that included the Frog Lane site was proposal 3.

The council survey does show the village community was willing to give support for proposal 2, with a Western expansion of the village.

It is unclear how the council have chosen to progress a site that does not have village support, where an alternative site location does.

Proposed mitigations:

1. Resiting of the development and/or significantly reduced scale of development (noting there is another site with the same land owner that had village approval in the village plan consultation)

Conclusion

We submit that the village plan does not adequately address the concerns we have set out in this letter and the proposed development site would negatively impact Tattenhall's special character as a small, close-knit community surrounded by Cheshire countryside.

For these reasons, the application would result in material harm to highway safety, flood risk, residential amenity and the character of Tattenhall. These impacts are inherent to the scale and location of the proposal and cannot be adequately mitigated. We therefore respectfully request that the village plan is improved to address this issues.

Yours sincerely

Respondent 32

It is recognised that the Parish Council have had a difficult task in developing a revised version of the Tattenhall Neighbourhood Plan(TNP), especially as the NPPF now supports neighbourhood plans that plan for growth and allocate land for development. The commendable strategy of employing an external consultancy, skilled in this area, to produce various scenarios for allocating development land and then submitting these for the community to review, has resulted in the choice to proceed with allocation of land to the west of the village. A key element in this choice was that congestion in the High Street from the increase in traffic will be mitigated by the ability of traffic exiting the village to use Rocky Lane and Frog Lane to access the A41 for travel North and South. Would it be possible for the TNP to include a requirement for any developer's application to help finance the required improvements to the junctions with the A41? Similarly, the link roads through the developments between Rocky Lane and Frog Lane and between Frog Lane and Chester Road should be provided before development commences as otherwise the construction traffic will cause increased risk of accidents and even more congestion.

The Local Plan from CWAC has not yet been modified to designate the increased numbers of dwellings required to satisfy the NPPF. The Parish Council has explored all possibilities to arrive at a "best-guess" figure for the TNP. Would it not be possible, however, to introduce a proviso that should this figure be larger than that required by the developed Local Plan, the required figure will be reduced? This is especially relevant as Tattenhall is smaller than the other Key Service Centres and is not situated on a main road or with railway access.

I would like to commend the Parish Council for their rapid response in producing the revised TNP and will support it in the referendum.

Respondent 33

In addition to my comments at the recent meeting, please consider the following:

I think it should be made clear that the PC does not like the proposal to build 400 homes in that location, but it feels pressured due to the consequences of there being no plan in place. The proposal will impact Tattenhall hugely and should be resisted if possible so that amendments can be made as it passes through planning.

The roads and infrastructure need to be resolved upfront. This was discussed at length in the meeting.

Those living on Rocky Lane have blind spots both for the occupants at Edgecroft and Nampara/Trenwith. Higher up the road, vehicles drive fast down the hill as they come round past The Righi. They cannot see cars coming onto the road and are not braking in anticipation. This is dangerous at present and will be worse with higher traffic volumes. Turning right out of our driveway is hazardous.

There is no pavement, so it is impossible to walk safely into the village. Cycling is also riskier than it should be and not suitable for children. Please address this in your comments.

There is no protection for existing homes on the red line of the proposed site. There are some owners at Edgecroft who are united and can express their views coherently and collectively. At Nampara, I am really exposed to the new development and would appreciate the support of the PC to protect my residential amenity. I have concerns about security, traffic noise, fumes and being overlooked. Nampara is a bungalow with upstairs bedrooms following our recent renovation. We still have 2 downstairs bedrooms and it is important these remain private. There is a height difference which means that there is a real risk of being overlooked from the Bolesworth site. The entire length of my plot (from driveway to bottom of garden) lies on the red line of the plan. There could be a significant number of homes which border us. A significant number of cars parked, starting up, idling and driving out. A significant number of homes overlooking my garden and affecting our privacy. A significant number of children screaming/playing in the gardens. All of which must impact my enjoyment of living in Tattenhall and my residential amenity.

The only hope, which I hope the PC will adopt, is to push the homes further away from the boundary with a larger buffer zone and to request a lower density scheme of, say 200 homes.

If the local plan has to include the 400 home scheme, then so be it but please fight for the interests of the village and raise the objections raised by the villagers as the development goes through planning. If Bolesworth had the interests of the village at heart, it would not have removed other pieces of land from scenarios/options on condition that the 400 home scheme is approved. It would have suggested a smaller number of homes and be more interested in the infrastructure and roads. Their interest is that of a landowner and profit is their driver, whatever they say in public.

The arguments about the roads have been made at length but they are really not suitable for a significant increase in the size of the village. I am not sure what the benefit will be of a road linking Frog Lane and Rocky Lane. It would be more use to have a road linking Frog Lane and Chester Road.

Please consider my comments above and fight for the best outcome for the village and for those unlucky enough to live on the red line. This is not nimbyism. It is about protecting those who will be impacted by the development and fairness.

Respondent 34

My view of the neighbourhood plan.

I have objection to the Parish Council committing their approval to one specific planning application. There should be a generic policy of planning numbers and not to specific applications. Seems a late provision of a plan is pushing a rash decision and the tunnel vision is to be a detriment to the Village. How can a PC align with a commercial activity for a prospective 400 home application. This is an acceptance of decline for Tattenhall as a village with a potential 35/40% population increase and is not beneficial to Village infrastructure. I would like to know which Parish Councillor / Councillor is directing this action as they seem to have no regard for the Village well being.

It seems the push to recommend the Bolesworth proposal is flawed and the documentation and decision trail is lacking scrutiny. Decisions to approve the location is ill advised. The scare tactic of a mass of housing is not a good policy. Have private meetings with Bolesworth been documented and open for review?

There should be an independent assessment of the impact of such a development to the infrastructure and traffic congestion within the Village boundaries, this should give a prospected impact statement. The effect would have a major sustainability effect due the traffic congestion increase and the effect of people driving into the Village and properties to the furthest part of the development will be around one mile from the Primary School.

The Neighbourhood Plan should pursue multiple areas for development. Chester Road, Tattenhall Road, Newton by Tattenhall, Gatesheath, Burwardsley Road with smaller pockets of development reducing the congestion impacts. I don't believe the majority of Parish Councillors have the ability to pre determine the problems facing such a major development they are promoting.

Many Villagers do not accept the PC decision to push for such a large single development and feel that smaller projects would have been a more suitable proposal.

As ever the Villagers do have a final say and I hope the referendum shows you the feelings people have and then the Parish Council take their time to review more practical sites with more scrutiny and energy.

Respondent 35

I would like you to consider the two comments I have regarding this Plan.

Policy 17 site allocation

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iv) The Righi or Rocky Lane has catered for traffic going to or from the South via the A41 for many years. This includes local traffic to Farndon and Malpas to access two of the surgeries that form part of the Village Surgeries group and also the local high School Bishop Heber High.

I would think it would be more sensible to retain this road for access to the village rather than pollute the new estate by diverting heavy lorries, buses and increased traffic through it. Maybe incorporate cycle routes and footpaths into the proposed estate to access bus routes that already use the main roads through the village and let the new residents breathe clean air and experience a peaceful environment.

vi) The current GP surgery could be extended upwards if car parking space is at a premium. If the surgery is to be relocated it should move to the centre of the village for easier access for all.

Respondent 36

I feel I must object to any plans to build more houses in Tattenhall. The country lanes cannot accommodate the volume of traffic that they will bring, they are already very busy with vehicles of varying sizes in which most drivers do not adhere to the speed limits or respect other road users. Tattenhall is also frequently a flooded, how can building more houses benefit the area?

The area that they wish to build on between Frog Lane and Rocky Lane has so many animals and wildlife. There are badgers, newts, hares, partridge, pheasants, rabbits, bats, migrating birds/ Canadian geese, owls and used to graze cows for dairy purposes (Sainsbury's milk). Several of these animals are protected - how can this land be used if this is their foraging area?

Tattenhall is surrounded by lanes, it cannot accommodate any more traffic, it will totally ruin Tattenhall, it is already bad now. This is your chance to protect Tattenhall, make the right decision and say "no" to more houses.

Respondent 37

I would like to register my support for the Parish Councils proposed Tattenhall & District Modified Neighbourhood Plan 2025-2045

Respondent 38

I have viewed the new Neighbourhood Plan and attended the meeting in the Barbour on March 25th so am aware of the difficult position the Parish Council feels they are in and their desire to have some control over the future development in the village when the Government are proposing so much new housing.

Notwithstanding this, I do strongly object to the size of the development proposed as I feel it is too large for the size and character of the village, the road access into and out of the village and the amount of traffic in the village centre. The traffic survey upon which Bolesworth has based their decision that no further road development is needed is out of date and I believe was carried out during a quiet period. We have had further housing development in the village since then. Most households have 2 cars so potentially 800 more cars having to travel through the village to the school or to the A41 towards Chester will surely cause immense problems and destroy the centre of the village.

If this development does have to go ahead then I strongly urge that it needs a link road across from Frog Lane to the Chester Road to bypass the village centre.

My personal preference would be for a much smaller development on the site and a strong message to Cheshire West and Chester and Central Government that there is not the demand for a large number of new houses in our rural area and any large developments are not supported by our infrastructure and will spoil the village character.

I intend to write to our MP about this myself.

Respondent 39

Relationship to Area: Residents living close to proposed development sites, and local employer

We have been residents living close to the areas identified for development within the Tattenhall Neighbourhood Plan for almost 7 years. George manages a business on the north side of the village for 15 years, employing over 20 people in the area. We appreciate the work undertaken to prepare the plan and support the principle of allowing carefully managed growth.

However, based on our daily experience of living and working in Tattenhall, we are concerned that the current draft does not go far enough to address the real and foreseeable impacts of increased traffic. Both from the additional housing proposed and the significant construction traffic over many years.

Our comments below are based on how the proposals would affect day-to-day life for those of us who already live here.

Our most serious concern relates to traffic and safety, particularly on 1) Rocky Lane, 2) Frog Lane, 3) the junction of High Street, Rocky Lane and Frog Lane, 4) the junction of Rocky Lane and Bolesworth Road, and 5) the junction of Rocky Lane and the A41, all of which we use regularly. We can confirm that for all these five roads and junctions:

- Traffic congestion already occurs regularly at busy times.

- They are already dangerous, are very narrow, have very narrow or no pavements, have multiple blind spots and corners, are heavily potholed, and flood regularly to the extent of being impassable and closed to traffic.
- Many of these factors above already lead to traffic regularly using the middle of the road, increasing risk of collisions.
- Despite George being a very experienced and confident cyclist, including e.g. commuting by cycle across London for 9 years, and across Cheshire for 15 years, he actively avoids cycling on these routes because of the dangers they pose.
- As parents of young children we avoid pushing prams along these roads because of the dangers they pose.
- The junction layouts are constrained.
- Traffic levels have noticeably increased over the last 10 years.
- The junctions are used by pedestrians, cyclists, buses and agricultural vehicles, creating significant safety risks today at current traffic levels.

The additional traffic generated by the proposed developments would, in our view, significantly worsen these issues. The plan does not currently give residents confidence that these junctions and roads have been properly assessed or that effective solutions will be delivered in time.

We strongly believe the plan should:

- Require development-specific and cumulative traffic assessments that include all these junctions and roads.
- Ensure that any necessary highway or safety improvements are delivered before or alongside development, not afterwards.
- Prevent development that would worsen safety or congestion without guaranteed mitigation.

Traffic impacts are not abstract planning considerations for nearby residents, they directly affect safety, noise levels and quality of life.