

Neighbourhood Plan Review – Meeting with CW&C Highways on Spatial Assessments

Thursday 4th December 2025

Present:

CW&C – Gareth Dugine (Principal Highways Development Engineer), Chris Hardwick (Head of Strategic Transport & Infrastructure inc. public transport), Jack Hayhew (Strategic policy & modelling), Catherine Morgetroyd (Spatial Planning), Cllr Mike Jones.

ONH – Leah Coney.

Tattenhall Parish Council - Iain Keeping, Ann Wright (Clerk).

Purpose of meeting: To discuss outcomes of scenario planning, discussions with landowners and Highways and Transport constraints and opportunities.

Background

It was stated that Tattenhall has been reviewing its Neighbourhood Plan for a number of years and undertook the Reg 14 earlier this year when it became clear the Plan will not meet the standards set by Para 14 of the NPPF.

The Parish Council has consulted on 3 possible scenarios through a parish meeting, public drop-in and survey. The outcome of which has been support for development on the western side of the village of potentially up to around 700 homes.

It was discussed that unplanned applications totalling over 600 homes are expected to have been submitted soon.

Scenario Planning

It was noted that that scenario planning is about long term forward planning and to develop the right homes in the right places. That development is placed to allow future infrastructure improvements rather than limit them.

It was noted that Scenario 2, (western side of the village) is made up of 5 parcels of land, 3 of which belong to Bolesworth Estate and provide the opportunity to create a road which is an alternative to the congested High Street, for which views from the meeting were sought.

It was noted there is also a need to understand the capacity of the A41 and what improvements are planned.

Chris Hardwick emphasised the importance of public transport in this process. It was noted Tattenhall has a limited service. He stated that planning development in this way can be used to shape and stimulate bus usage and provides opportunities for re-routing of services.

It was discussed that the narrow country lanes do not lend themselves to walking and cycling routes and currently are not ideal for public transport either.

High Street

It was discussed if it is the best idea to create a road which avoids the High Street. It was recognised that there is a significant pinch point at the junction of the High Street, Tattenhall and Chester Roads, if this could be resolved would an alternative route still be required?

It was stated that the both the Taylor Wimpey and Gladman application sites are in the wrong locations for number of reasons.

It was noted clearing parking from some sections of the High Street would cause issues for residents who have no alternative parking.

It was discussed that development on the western side of the village makes sense, as it is closer to the A41 and provides links to public transport.

It was noted that parking on the High Street has benefits, controlling speeds and 'animating the High Street'

It was stated that CW&C policy is against the creation of large car parks as a solution to on-street parking issues.

Link Route

CW&C asked if any assessment had been carried out of traffic movements if a road between Chester Road and Frog Lane was developed. It was confirmed no assessment had been undertaken as discussions were at a very early stage in the process.

It was agreed that there was logic to this approach but that any road between Chester Road and Frog Lane would need to be in keeping with its surroundings e.g. a tree lined road rather than a dual carriageway. This was accepted.

It was noted such a route would help with connectivity.

It was noted that no traffic studies had been done of the A41 and its junctions as part of the Local Plan reviews.

Local Plan

It was asked how the Neighbourhood Plan review will tie in with the Local Plan. It was noted that CW&C are undertaking a similar process of reviewing sites and that it would be good if both sets of work tied in together.

It was stated that there is a desire to produce a master plan for Tattenhall and avoid any development now which would prevent this.

It was stated that it was important to think about the quantum and type of development to be brought forward and what future public transport opportunities would look like, as there is real scope within the scenario options work to facilitate better bus services for the parish.

Rocky Lane

It was raised that consideration needs to be given to the impact of possible future development on Rocky Lane which has huge constraints. It was asked why given the positive approach which has been demonstrated in the meeting has Bolesworth Estate been advised no major works would be required on Rocky Lane. It was discussed that there may be an alternative proposal which may avoid use of Rocky Lane and if progressed, this could potentially also join up to any link road between Frog Lane and Chester Road.

It was noted at this stage allocation of the Bolesworth proposed site has not been ruled out of the scenario planning.

Chowley Oak

It was noted that Bolesworth Estate have plans to extend the business Park at Chowley Oak and this requires alterations the Rocky Lane , Chowley Oak junctions.

It was noted the buses cannot use Rocky Lane and that there is no safe bus stop for people wishing to use public transport to access Chowley Oak.

Former Railway Line & Towpath

It was noted that the former railway line goes through the preferred development locations and could be utilised to provide a safe pedestrian and cycling route eventually to Malpas and Whitchurch.

It was noted Tattenhall Parish Council has been working with neighbouring councils to develop a detailed scheme and costing to resurface the tow path from Great Broughton (A41) to Beeston.

It was stated that development of a map showing links between highway and active travel would be very powerful.

Next Steps

It was hoped the preferred sites could be fed back to CW&C in January with the Reg 14 taking place end of January/February.

It was noted that we need support from CW&C regarding HRA etc to make sure the process doesn't stall and become delayed.

All were thanked for attending the meeting and agreed to continue discussions.

Ann Wright
08/12/2025