

**Minutes of Tattenhall & District
Extraordinary Parish Council Meeting
Held 6th August 2025 at the Barbour Institute.**

PRESENT

Councillors

Chairman – J. Kershaw

J. Bailey P. Black R. Carden D. Darnborough C. Elliott I. Keeping

N. Matthews B. Wilson

Clerk – Ann Wright

Public – 100

Apologies

S. Chapman – Family commitment

P. Kerr – Family commitment

A. Scarratt - Family commitment

Declaration of Interests

No interest declared.

Presentation on Neighbourhood Plan Review

Cllr Iain Keeping introduced himself, stating that he had moved to Tattenhall in 1982. He emphasised that the current planning situation impacts councillors as much as residents.

Cllr Keeping confirmed that the Neighbourhood Plan has worked reasonably, but the planning landscape has changed. Paragraph 14 of the revised National Planning Policy Framework (NPPF) states that a Neighbourhood Plan will only have full weight if it meets two criteria:

1. The Plan must have been made or reviewed in the last five years.
2. The Plan must include site allocations for housing.

It was confirmed that the review of the Plan was at an advanced stage, but it has become clear that without significant changes, the Plan will have little or no weight in the planning process as it currently does not allocate development sites.

Cllr Keeping noted that as Cheshire West and Chester Council (CW&C) cannot demonstrate that it has a five-year housing land supply, it is difficult for them to resist large speculative planning applications.

The new CW&C Local Plan, which is currently being developed, is not yet clear what housing number will be allocated to Tattenhall. The ongoing CW&C Local Plan consultation suggests an allocation of 500 to 1500 homes. CW&C has confirmed that they will provide a worst-case scenario number, and the Parish Council is awaiting this figure, which we expect to be around 500. This is double the allocation of the last Local Plan.

Cllr Keeping stated that if the Neighbourhood Plan needs to allocate 500 homes, this will conflict with Policy 1 of the Neighbourhood Plan, which limits development size to 30 properties any one site.

Consideration had been given to whether the fact that Tattenhall had delivered more houses than had been allocated to it during the current Plan period could be used to limit further

development. However, CW&C have confirmed that previous over delivery could not be used towards any future allocation.

CW&C have made it clear that the only way to have any control over planning is to allocate sites. If the Community doesn't do this through the Neighbourhood Plan, CW&C will do it themselves.

Settlement Spatial Plan

The Council has been collaborating with consultants ONH on the Neighbourhood Plan Review. ONH can independently assess the suitability of sites for allocation, including land outside the current settlement boundary due to limited available land within the boundary.

ONH will produce a report and recommendations, which will be considered by the Parish Council and Community. CW&C has confirmed that if sites are allocated through a robust process, they will be incorporated into the new Local Plan.

There is an urgent need to undertake this work, and it is hoped that it can be completed within a 6-month period to gain some control over the planning process.

Cllr Keeping expressed his belief that this is the only way to ensure that development takes place in a controlled manner and at appropriate locations.

Public Participation

Settlement Spatial Plan Assessment

It was asked whether the current planning applications would be decided before the assessment is completed. The council thought the applications were unlikely to be decided quickly. They noted that the closer the Plan review gets to completion, the more weight it will have in the planning process. When the Plan goes to Examination, large application decisions may be delayed on the grounds of prematurity until after the Plan is made. Therefore, there is urgency to complete this process.

A local landowner had been carrying out surveys on both Frog and Rocky Lanes and had undertaken traffic surveys.

It was asked how much the assessment would cost. It was confirmed that it would cost approximately £5,000 and that it was the only option available to try to obtain some control over planning.

It was stressed that community involvement was required as part of this process, including setting the criteria for the assessment. The council would hold various meetings and drop-ins for community involvement.

Factors to be taken into consideration included the impact of development on sewerage systems in the village, the impact on flooding off development sites, particularly on roads, and whether developers have a duty of care not to cause flooding off their sites.

Planning Application

Highways: Concern was raised regarding additional traffic on Tattenhall Road from the proposed development. It was noted that the traffic and travel assessment had stated that the proposed development would not put any more pressure on Tattenhall Road or the junction with Newton Lane. However, it was raised that 200 additional vehicles would increase the pressure on Newton Lane and Chester Road junctions, which are already busy due to the Ice Cream Farm. Concern was also raised regarding additional traffic at the junction of Newton Lane and Chester Road at Gatesheath, which is on a blind bend.

Concerns were raised about the development's impact on Frog and Rocky Lanes, the main routes out of Tattenhall to the south.

Sewerage: Welsh Water had not yet commented on the application, and it was understood that the sewerage treatment plant was at capacity and lacked funding for an upgrade. There were also concerns that there were no public sewers near the site. Flooding mapping showed that the highest levels of flooding and discharge from the sewerage system occurred in 2024, with the treatment plant discharging into the Brooks.

Flooding: The proposed development site regularly floods, and this flooding has worsened over recent years.

Character and Landscape: The previous application on this site in 2012 was refused due to its impact on the character and landscape.

Pollution: The development and traffic it creates will add to air and water pollution, potentially destroying any remaining wildlife in the brooks in and around Tattenhall.

Loss of Agricultural Land: There were concerns about the loss of valuable agricultural land that should be producing food.

Village Boundary: The development, if approved, would substantially move the village boundary.

Culminative Impact: Various planning applications should be considered together due to their cumulative impact.

Traffic Routes: Vehicles leaving the proposed site will either turn left and cross the Newton Lane junction, where there are frequent traffic accidents, or turn right to the congested junctions of Chester Road and the High Street, potentially leading drivers to take a shortcut along Rookery Drive.

Affordable Housing: There were concerns that the affordable housing on the site would not be truly affordable.

Planning

Councillors considered the representations made at the meeting plus those shared with Council in advance of the meeting.

25/01764/OUT - Outline planning application for the erection of up to 110 residential dwellings (including affordable housing), introduction of structural planting and landscaping, public open space, sustainable urban drainage system and associated works (all matters reserved except for access). - Land At Grid Ref 348876 359298 Greenlands Tattenhall Chester.

RESOLVED 25/405 –That the Council object to this planning application on the following grounds:

This application has been made purely as a result of the CW&C housing number position, it does not meet the needs of the community or provide much needed infrastructure or services for Tattenhall.

Detrimental Impact on Character & Landscape

The proposed development is in the open countryside and will have a significantly detrimental impact on the character and landscape of the area. Creating a sprawling urban mass in the open countryside and creating an urbanised edge to the village at a key visual gateway to Tattenhall in conflict with Policies 1 & 2 Tattenhall & District Neighbourhood Plan (TDNP).

The proposed development will unacceptably erode the separation between Tattenhall and the settlement of Newton-by-Tattenhall in conflict with Policy 2 TDNP.

It should be noted the previous application on this site in 2012 was refused on these grounds and was for 30 dwellings while the current application is for up to 110 dwellings, 3 times the previous application.

Loss of Agricultural Land

The proposed development will result in the loss of grade 2 and 3 agricultural land.

Highways Matters

The proposed development of up to 110 residential dwellings will result in a significant increase in traffic and traffic movements on Tattenhall Road, an already busy road.

Traffic exiting the development site turning left will reach the Newton Lane junction with Tattenhall Road. This junction is heavily used with traffic going to and from the Ice Cream Farm and is the location of frequent road traffic accidents. The last accident reported to the Parish Council took place on the 28 July 2025 and resulted in 3 police cars and 1 fire engine attending.

Vehicles that turn right from the site will travel to the junctions with Chester Road and the High Street. These are heavily congested junctions with vehicular roadside parking. In addition, these junctions are in close proximity to The Park Primary School with young children and families crossing the road adding to concerns about road capacity and safety.

The roads beyond Tattenhall Road are all narrow country lanes that are at capacity with vehicles of all sizes including agricultural vehicles reflecting the predominantly agricultural nature of the area.

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.

Vehicles travelling to access the A41 whether via Newton Lane or Chester Road will need to negotiate the junction of the two routes at Gatesheath. The junction again is not of a standard to accommodate additional traffic and is on a blind corner.

The junction of Chester Road with the A41 is already heavily congested, particularly at peak times resulting in queues of traffic on Chester Road. This junction is the site of frequent serious traffic accidents.

Lack of Sustainable Travel Methods

The location of the proposed development site is away from centre of Tattenhall and its services including the shop, public houses, school and health services, which will result in the majority of residents relying on vehicles to access these services. In addition to increasing traffic and congestion this will result in parking issues in the village.

The bus service in Tattenhall is extremely limited and does not provide a viable alternative to the use of cars for those looking to use public transport to reach work in conflict with Policy 5 TDNP.

Conflict with Climate Emergency

The reliance on vehicles by residents on the proposed site is in conflict with CW&C Climate Emergency Plan and will result in increased pollution as a result of additional traffic movements and congestion.

It is noted that there is no safe cycling route proposed from the development into Tattenhall and no provision for cycle parking in Tattenhall.

Lack of Health Services

It is widely acknowledged the medical practice is at capacity as is the health centre itself.

The only dental practice in the village is private as such any residents seeing an NHS dentist will need to travel out of Tattenhall.

Sewerage Treatment at Capacity

Tattenhall's sewage treatment facilities are at capacity and are already frequently discharging into the Brook, as such any additional development will worsen this situation for both existing and new residents.

Flooding

Tattenhall is severely impacted by flooding. The proposed development is on flood zones and will increase the risk of flooding on and also off site.

It should be noted that the village suffers not only from the flooding of residential, business and agricultural properties but also of the roads. On frequent occasions during the winter and heavy rain all roads into Tattenhall become impassable due to flooding.

Planning Applications

Tattenhall and District Parish Council is aware that a number of large planning applications will be submitted over a very short period of time and asks that these are considered together due to the detrimental cumulative impact they will have on our community, environment, highways, services and infrastructure.

Planning Conditions

If CW&C is minded to approve this application, we ask that the following conditions are put in place:

- 1) The development's density, design, character and materials take account of the Tattenhall & District Design Code.
- 2) Drainage and surface water mitigation is put in place to prevent flooding both on and off the development site.
- 3) That highways safety works are undertaken to improve road safety at the junctions of Tattenhall Road with Newton Lane, Chester Road and the High Street and that safe crossing points are established for the Park Primary School on both Tattenhall and Chester Roads.
- 4) That significant improvements are made at the junction with Tattenhall Road and the A41 to increase safety and ease congestion.
- 5) That the cost of the affordable houses on site is set at less than 80% market value and include some social rented properties and that the release of these properties is phased and that they are allocated on a cascade scheme giving priority to those with a close connection to Tattenhall in perpetuity.
- 6) That financial contributions are made to play, sport and open space.
- 7) That a contribution is made to improve health services in Tattenhall.
- 8) That a contribution is made to a burial ground for Tattenhall.
- 9) That a financial contribution is made to increase and sustain the public bus service.
- 10) That a financial contribution is made to the reopening of Beeston Railway Station.
- 11) That a financial contribution is made to improve the canal towpath to create an accessible link between Chester and Beeston.

Councillors encouraged residents to submit their comments to CW&C regarding this application. It was noted that the application had been called in to be considered by the CW&C Planning Committee by CW&C Cllr Mike Jones who was unable to attend this evening's meeting. As such the comments can be submitted up until the Committee meets although residents were encouraged to submit their comments as soon as possible.

Neighbourhood Plan Review

RESOLVED 25/406 –That the Council as the Neighbourhood Plan Qualifying Body agree to consider modification to policies in the Neighbourhood Plan to include allocations to meet future housing requirements.

RESOLVED 25/407 –That the Council engage ONH, consultants for the Tattenhall and District Neighbourhood Plan (TDNP) review, to produce a Settlement Spatial Plan to address proactively growth pressures and inform future development decisions.

RESOLVED 25/408 –That the Council engage ONH to manage the TDNP review through to Examination.

The chairman thanked all for their attendance.

The meeting closed at 8.40pm.

Ann Wright
07/08/2025.

Next scheduled Parish Council Meeting
Monday 1st September 2025 at 7.30pm
Barbour Institute.