Parish Council E-Consultation

Comment Date: Fri 08 Aug 2025

Tattenhall & District Parish 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.