

Cheshire West & Chester Council

Local Plan

Part One: Strategic Policies



Publication Draft

Key Service Centres
Background Paper
July 2013

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Cheshire West
and Chester

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1 Introduction

1.1 The Cheshire West and Chester Local Plan (Part Two) proposes that the city of Chester and towns of Northwich, Winsford and Ellesmere Port will be the main focus for development. This will enable the best use of previously developed land within these urban areas and allow the integration of homes, jobs, services and facilities in the most accessible locations. The policy approach for the rural area set out in STRAT 8 aims to provide new homes and support economic development and rural businesses. The approach taken to the rural area is to locate development in the most sustainable settlements whilst enabling communities to bring forward additional development to meet local needs.

1.2 This background report provides evidence to support the identification of Key Service Centres outside the four main urban areas as sustainable locations for the growth identified in the Local Plan (Part One). The paper identifies the key considerations that have informed the proposed distribution of housing and where possible has incorporated information and updates provided through the Preferred Policy Directions consultation undertaken between 31 August and 12 November 2012.

1.3 This is a background report which seeks to assess the relative sustainability of settlements within the borough. It is part of the Local Plan evidence base but is not in itself a statement of Council policy. The paper identifies, in broad terms, the availability of services and facilities within settlements at a point in time.

1.4 Policy STRAT 8 in the Publication Draft Local Plan identifies 10 settlements as Key Service Centres. STRAT 1 sets out the sustainable development principles, against which all applications will be assessed.

2 Historic policy context

2.1 Whilst the identification and assessment of the Key Service Centres for Cheshire West and Chester is based on the most up-to-date information available and is written to support the Local Plan, it is useful to consider the previous policy context and settlement hierarchy which has been applied and tested across the borough.

2.2 The former local authority areas of Chester, Ellesmere Port and Neston, and Vale Royal had varying approaches to the consideration of the settlements in their Local Plans.

2.3 Vale Royal defined settlement policy boundaries and a hierarchical approach to development was employed which directed different levels and types of development to the most sustainable settlements identified through a 4 tier policy system, with Tier 1 settlements identified as the most sustainable. Settlements within the hierarchy were as follows:

2.4 Tier 1 – The defined settlements of: Anderton, Barnton, Cuddington, Davenham, Hartford, Higher Wincham, Lostock Gralam, Lower Marston, Lower Wincham, Moulton, Northwich, Rudheath, Weaverham and Winsford.

2.5 Tier 2 – Locations within the defined policy boundaries of Frodsham, Helsby and Tarporley.

2.6 Tier 3 – Locations within the defined policy boundaries of Comberbach, Cotebrook, Crowton, Delamere, Eaton, Kingsley, Lach Dennis, Little Budworth, Lostock Green, Marton/Whitegate, Norley, Oakmere, Sutton Weaver, Swan Green and Utkinton.

2.7 Tier 4 – All other locations, namely Green Belt and Open Countryside (including villages which have no defined policy boundary).

2.8 The Ellesmere Port and Neston Borough Local Plan directed new housing development to allocated sites within the Ellesmere Port and Neston policy boundaries. In Neston and the western area of the district, the strategy continued with development restraint in order to support urban regeneration.

2.9 The Chester District Local Plan focused new housing to serve the rural part of the district principally in specified larger villages, where it was considered that there was a range of community facilities. Proposed development in these villages was to be at a scale that would not undermine the character of these villages and would help safeguard the existing range of community facilities and contribute to the overall viability of the villages.

2.10 Chester City Council also adopted a Sustainable Development Supplementary Planning Document (SPD) which identified the following key villages in the rural area outside the Green Belt with a good range of services where development should be focused: Farndon, Kelsall, Malpas, Tarvin, Tattenhall.

2.11 In considering the former policy context of the settlements in Cheshire West and Chester, it can be concluded that the main urban areas of Chester, Ellesmere Port, Northwich and Winsford and their suburbs have been the main focus for development, followed by Key Service Centres. These have been

selected due to their relative sustainability including access to services and facilities and public transport links. An important consideration has also been to ensure that the level of development can contribute to the overall vitality and viability of the settlements, a theme that has been integral to the selection of the settlements which have been taken forward within the Cheshire West and Chester Local Plan (Part One).

3 Developing the policy approach to Key Service Centres

3.1 The policy approach is based on delivering new development in locations considered to be the most sustainable reflecting the range of services, facilities, constraints and opportunities for further development in each Key Service Centre (KSC). The evidence base that supports the ultimate identification of the KSCs has been formulated over the past four years. The work was initially encompassed within a wide ranging analysis of settlement relationships and potential hierarchies covering both urban and rural settlements. In the latter stages of the work, the focus has turned to the identification of a number of settlements considered to perform the function of Key Service Centres.

Topic Paper – Draft Settlement Hierarchy (July 2009)

3.2 The initial stage in developing an approach to rural settlements was to produce a draft methodology, which was subject to public consultation in July 2009 as part of a series of evidence base Topic Papers prepared to inform the Local Plan (formerly the Core Strategy).

3.3 To identify settlements to be included in this initial study, five broad groups of settlements were established based upon the extent of the existing built up areas. The groups included settlements that were of a relative comparable size. Boundaries were identified based upon the existing settlement boundaries or built up envelope informed by existing evidence documents, such as the Vale Royal Settlement Guide and adopted policies in the development plans of the former Chester, Ellesmere Port and Neston, and Vale Royal Councils.

3.4 The draft methodology suggested survey criteria which included economic, social and environmental sustainability and any prevailing constraints and opportunities which may restrict or promote the potential for future development. The criteria was consulted upon alongside the methodology.

Draft Settlement Hierarchy (October 2009)

3.5 Following the initial consultation on the Settlement Hierarchy Topic Paper, a further paper was prepared to take account of comments received. The methodology was updated in light of comments received, to streamline the process and focus on identifying sustainable locations in the borough.

3.6 The Draft Settlement Hierarchy (October 2009) proposed a hierarchy based on categorising settlements in terms of their current provision of services and facilities, the accessibility of services, and the ability to accommodate windfall and/or infill development. Appendix 3 sets out the scores identified within the draft.

Issues and Options Consultation (November 2009)

3.7 A number of strategic spatial options were considered through the Issues and Options consultation. Option 1D proposed a balanced approach to development which proposed to spread development between the main city, towns and villages throughout the borough. Ellesmere Port would be the focus for development and there would be some development in Chester, Northwich and Winsford. However, there would be a significant proportion of development in the smaller towns and villages. Development in the smaller towns and villages would be appropriate to the size of the settlement. Question 7 of the Issues and Options consultation asked consultees to provide details of the settlements that they considered to be suitable to accommodate future development.

Preferred Policy Directions (2012)

3.8 The Topic Papers and Issues and Options consultations focused on an approach to establish a settlement hierarchy that examined the extent to which services and facilities were available within each town and village, using this to rank the settlement's sustainability and ability to accommodate further development. On further consideration it was decided that whilst the approach was helpful, it failed to recognise the function that towns and villages may have had in relation to other settlements. For example, a larger village could act as a local service centre for nearby smaller villages and therefore could potentially accommodate further growth.

3.9 Additional evidence was considered as a result of the publication of the Council's Rural Regeneration Strategy (2011) and Rural Housing Strategy and Action Plan (2011). Housing delivery set out in the two strategies, alongside the subsequent demographic and economic forecasting undertaken in 2012 and 2013, provided a key update to inform the housing figures that feature in the Preferred Policy Directions (PPD) and Publication Draft Local Plan.

3.10 The approach set out in the Key Service Centres Background Paper, that accompanied the PPD, considered how key settlements functioned as well as accounting for constraints, services and facilities, and capacity. This helped to build up a complete picture of the settlement and how it functioned within the borough. This was intended to ensure an appropriate scale for new development in the most sustainable settlements and deliver plan-led growth across the borough.

3.11 An initial nine KSCs were identified within the PPD document. The Publication Draft Local Plan added Cuddington and Sandiway as a further KSC. The consultation responses to the PPD highlighted a range of views regarding the nine proposed KSCs and the Council's response is summarised below:

- The level of development in the Key Service Centres reflects the range of services and facilities, constraints and opportunities for further development of the settlement.
- Through the Key Service Centre Background Paper and Infrastructure Delivery Plan issues of infrastructure and service provision have been considered.
- Policy STRAT 8 in the Publication Draft Local Plan addresses development in these areas and the requirement to protect the intrinsic character and beauty of the Cheshire countryside.
- Where appropriate, the growth figure for each of the Key Service Centres has been revised following the PPD consultation and updates to the Local Plan evidence base.

4 Identifying the Key Service Centres

4.1 In determining the list of Key Service Centres and associated levels of housing development identified within the policies of the Local Plan, each settlement has been assessed against their levels of access to services and facilities, public transport, employment areas and opportunities, infrastructure capacity and any policy or physical constraints which could affect the levels of proposed development. Housing need and capacity of each of the Key Service Centres has been assessed within the Strategy and Housing Background Paper which also supports the policies of the Local Plan (Part One).

4.2 Following consideration of comments received through the consultation on the Preferred Policy Directions, the Key Service Centres were reassessed in light of comments received relating to the need to include Cuddington and Sandiway as a Key Service Centre. Cuddington and Sandiway was assessed using the approach described above and was deemed to serve the role of a Key Service Centre. Cuddington and Sandiway has therefore been included within this paper and the Local Plan (Part One) policy as a Key Service Centre.

4.3 The key principles underpinning the identification of the Key Service Centres are summarised below and reflect the Government's sustainability theme within the National Planning Policy Framework (NPPF):

- Development should be provided in areas with access to the widest range of essential services and facilities where the need to travel is minimised. Where there is a need to travel, it is important that a realistic choice of transport is available.
- That development is distributed in a way that is commensurate with the role and services provided by different settlements and the ability of infrastructure to cope with additional growth.
- Where facilities are not available within individual settlements, higher order settlements are easily accessible by a choice of transport modes (that do not rely solely on the private car).
- To ensure that development is provided in settlements where there will not be adverse impacts on the built and natural environment, such as increased flood hazards, impact on areas/buildings of historic value or the character of settlements (including important gaps between towns and villages).
- To plan positively for the growth in the more sustainable settlements and avoid high levels of sporadic growth in smaller settlements.
- To allow an appropriate level of development that will protect or enhance essential services and facilities in existing settlements.
- To allow an appropriate level of development that will help to protect services and facilities in settlements that support a wider hinterland.
- To be consistent with strategic priorities as set out in high level plans and policies, such as NPPF and other policies within the Council's Local Plan.

5 Assessment criteria

Availability of infrastructure, services and facilities

5.1 The availability of services and facilities within settlements has been a key consideration in the distribution and levels of proposed housing, ensuring the settlements' continued vitality and reducing the need to travel significant distances.

5.2 The key services which have been assessed include, amongst others:

- Secondary or primary school
- General store
- GP facility
- Post office
- Community building
- Supermarket
- Newsagent
- Bank
- Place of worship
- Leisure centre
- Public house
- Library
- Dentist
- Sports pitches/children's play area

5.3 It is considered that access to education, groceries, finance and healthcare are key requirements of any successful and sustainable settlement. Primary education and access to a secondary school, post office, banking facility, community buildings, GP practice and a convenience store are therefore considered to be important services and facilities when defining a sustainable settlement.

5.4 In addition, community buildings are considered necessary to offer venues for education, health and well-being events and social meetings. Such buildings promote social interaction and can help communities to form and be sustained. Community buildings are therefore important facilities to identify when determining those settlements more able to accommodate growth and ensuring their continued vitality.

5.5 Access to services and facilities provides one measure of the ability of settlements to accommodate growth. The availability of public transport, access to employment, the existence of infrastructure and policy and land use constraints also need to be considered in order to build a comprehensive picture and apportion the appropriate levels of growth to each settlement. These issues are addressed in more detail below:

Access to public transport

5.6 Access to a choice of transport modes (other than private motor vehicles) has been used as a measure of a settlement's sustainability. Settlements that have a frequent and direct public transport service to higher order centres (containing employment, retail, leisure and health services etc) are considered more able to accommodate growth. An assessment of access to public transport and travel times by various modes of transport for each of the settlements has therefore been undertaken.

Employment opportunities

5.7 The potential for new and existing residents to access a range of employment opportunities without the need to travel significant distances is a further consideration in establishing a settlement's ability to accommodate further growth. Settlements that contain the widest employment opportunities within a short distance of travel are considered to be more sustainable and able to accommodate additional growth.

Constraints

5.8 The distribution of development has also been informed by the ability of settlements to accommodate growth taking into account recognised constraints. The key constraints identified were:

- Flooding (as informed by the West Cheshire Strategic Flood Risk Assessment).
- Strategic planning policy constraints (including Green Belt areas which separate individual settlements enabling them to retain their identity).
- Transportation and infrastructure including the capability of transport networks to accommodate further growth, education capacity, health provision, open space provision, waste capacity, electricity, water and gas supply capacity, sewerage capacity and access to telecommunications (as informed by the Infrastructure Delivery Plan and Water Cycle Strategy).
- Important areas of biodiversity/geodiversity and important habitats (primarily protected areas).
- The presence of heritage assets (including Listed Buildings, Conservation Areas, Scheduled Monuments, archaeology and other key designations).

Flooding

5.9 The tidal and fluvial River Dee puts parts of Chester at risk of flooding. The main area of flood risk can be found in parts of Chester city but the village of Farndon is also at risk from the fluvial River Dee. High, wind assisted, spring tides in the River Dee have resulted in flooding to small areas adjacent to the estuary marshes at Parkgate and Little Neston. The impact to the Neston area from the tidal Dee is low due to the steep topography inland from the Dee. Other identified areas at risk of flooding lie within the main urban settlements of Northwich, Winsford and the Stanlow complex in Ellesmere Port.

5.10 The Local Plan (Part One) will seek to reduce and manage flood risk. In line with ENV 1, all development will be required to follow the sequential approach to determining the suitability of land for development, directing new development to areas at the lowest risk of flooding and where necessary application of the exception test as outlined in national planning policy.

5.11 The West Cheshire Strategic Flood Risk Assessment and Water Cycle Strategy have been used to assess the settlements in relation to flood risk. This is detailed within the settlement analysis section of this document.

Green Belt

5.12 The original Green Belts in Cheshire West and Chester (the North Cheshire Green Belt and the West Cheshire Green Belt) came into being in the 1960's with the purpose of achieving the following aims: to check the further growth of a large built up area; to prevent neighbouring towns from merging into one another; and to preserve the special character of Chester. The North Cheshire Green Belt was extended in 1977.

5.13 Where a Key Service Centre is constrained by Green Belt, the level of development reflects the ability of the settlement to accommodate new development without Green Belt release in line with STRAT 9 Green Belt and countryside.

Transportation and infrastructure constraints

5.14 The Infrastructure Delivery Plan (IDP) has been used to identify any constraints to growth within the Key Service Centres. The IDP is intended to provide a greater understanding of infrastructure requirements necessary to support future development and growth within the borough. It will identify programmed infrastructure from both the public and private sectors, and will provide an overview of future infrastructure requirements and, where known, who is responsible for delivery, a broad indication of phasing, costs and funding mechanisms at the local level. This information will be used to support delivery of the Local Plan and future work around Section 106 and Community Infrastructure Levy funding.

Important areas of natural environment

5.15 The borough contains various sites and species which are protected as internationally, nationally and locally important. Statutory protected biodiversity (generally under international or national designations) are afforded the highest level of protection. Developments outside but adjacent to statutory sites or within their catchments may have an adverse impact on them. Local designations identify important sources of environmental, social and economic benefit at the community level and contribute to functioning ecological networks.

5.16 In line with ENV 34 Biodiversity and geodiversity, development should not result in any net loss of natural assets, and should seek to provide net gains. Where there is unavoidable loss or damage to habitats, sites or features because of exceptional overriding circumstances, mitigation and compensation will be required to ensure there is no net loss of environmental value.

Areas of importance to the historic environment

5.17 Areas of importance to the historic environment may constrain the ability of settlements to accommodate additional growth. Scheduled Monuments and other historic assets including archaeology listed on the Cheshire Historic Environment Record and their settings are key considerations that could influence development form.

Development capacity

5.18 The Housing Land Monitor and the Strategic Housing Land Availability Assessment (SHLAA) have been used to consider the sites available with planning permission and those which could potentially accommodate some of the housing requirement within or adjacent to a settlement. Policy STRAT 8 states that 'development should be appropriate in scale and design to conserve each settlement's character and setting.'

Summary

5.19 The identification of the Key Service Centres is based on the considerations set out above as well as information taken from other evidence base documents which underpin the policies of the Local Plan. In some cases however, it is not possible to attribute housing numbers based on the access to services and facilities, public transport and employment alone. In many cases the ability to accommodate growth is limited by physical or policy constraints, even when there are wide ranging services available. Ten settlements have been identified as sustainable Key Service Centres as detailed in the following section.

6 Settlement analysis and establishing the distribution of housing

6.0.1 The Local Plan (Part One) aims to support thriving rural communities whilst protecting the intrinsic character and beauty of the countryside. Within the rural area provision will be made for around 4,200 new dwellings.

6.0.2 Having undertaken an assessment of the rural settlements using the criteria based approach discussed in Section 4, it is considered that the ten settlements listed below serve the function of Key Service Centres within the borough, providing the greatest scope for further growth where a proportion of the rural growth can be accommodated in a sustainable manner.

6.0.3 The following levels of residential development will be accommodated within or directly adjoining these Key Service Centres. The levels shown should be treated as a maximum figure.

6.0.4 This approach aims to strike a balance between allowing for the managed growth of rural towns and key settlements and taking account of the overall plan strategy to concentrate most new development in the borough's four main urban areas.

Key Service Centre	Level of Housing Growth Proposed Over The Plan Period 2010 - 2030	Percentage Increase over existing dwelling count ⁽¹⁾
Cuddington and Sandiway	200	9%
Farndon	200	26%
Frodsham	250	6%
Helsby	300	13%
Kelsall	200	18%
Malpas	200	25%
Neston (including Parkgate)	200	3%
Tarporley	300	25%
Tarvin	200	17%
Tattenhall	250	26%

1. Baseline dwelling count figures taken from Census 2011. 2011 Census Office for National Statistics © Crown copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0

6.0.5 The detailed assessments for each of the Key Service Centres are provided in the following sections.

6.0.6 Where possible, Cheshire West and Chester parish boundaries have been used for data collection as these boundaries provide the closest fit around the settlements to be able to extract the most up-to-date Census data.

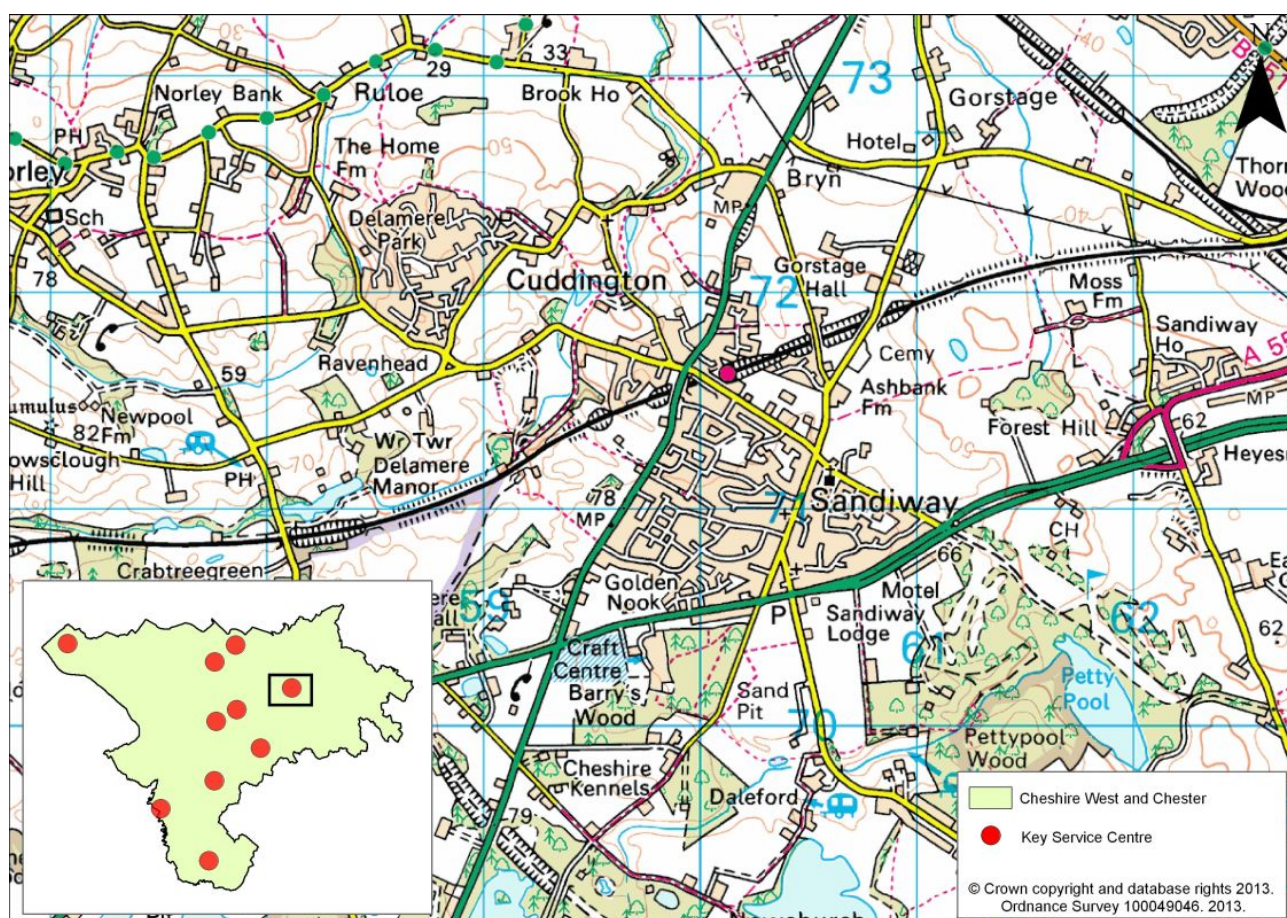
6.1 Cuddington and Sandiway

6.1.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a nine per cent increase over the existing dwelling count.

6.1.2 Table 6.1 provides a list of services and facilities which were identified in Cuddington and Sandiway at the time of the survey in March 2013.

6.1.3 Cuddington and Sandiway lie centrally within the borough with a population of 5,333⁽¹⁾. They are linked to Northwich and Chester via the A556 Chester Road and the A49 which links the settlement to the M56 to the north and Whitchurch to the south. Cuddington also has a railway station on the Mid-Cheshire line between Chester and Manchester.

Map 6.1 Sandiway and Cuddington Key Service Centre



1 2011 Census Office for National Statistics © Crown copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0.

Table 6.1 Cuddington and Sandiway services and facilities

Service/facility		Comments
Doctor's surgery	√	Danebridge Medical Practice
Pharmacy	√	Rowlands and within surgery
Dentist	√	Mere Lane, Cuddington
Optician	x	
Library	√	Sandiway Library
Place of worship	√	St John the Evangelist, Sandiway Methodist, Gospel Church,
Community hall	√	St John's Church Hall, Village Hall, Sandiway and Cuddington Scout Hut
Banking facility	√	Cash Machine associated with Spar store, Birmingham Midshires Building Society
Post office	√	Chester Road
Public house	√	Blue Cap (with associated Premier Inn Hotel), Hungry Horse
Newsagents	√	Handley's Newsagents
Convenience goods	√	Spar, Premier Convenience Store. Shell Petrol Station and associated shop.
Butcher	√	W.H. Garner and Son, Littlers
Baker	√	Country Bakery
Greengrocer	√	Fruitlands
Supermarket	x	
Comparison goods	√	Hollybank Vets, Lovia Bridal, The Hair Studio, John Dudley Hair Shop, J.P Moores Garage, Define Wine Shop, Red Carpet Hair & Beauty, Blakemere Craft Centre, The Studio (Face, Hair, Body), Greenwood Lighting, The Hair Company, Sandiway Dry Cleaners, Allsons Estate Agents, Surf and Fix It Computer Repairs.
Café/restaurant/takeaway	√	Jade Budda Chinese Restaurant, Sandiway Chip Shop, Sandiway Kebab & Pizza House

Service/facility		Comments
Playgroup/nursery	√	Holly Grange Nursery, Toddler Group within Sandiway Primary School
Primary school	√	Sandiway Primary, Cuddington Primary School
Secondary school	x	
College	x	
Police station	x	
Fire station	x	
Allotment gardens	x	
Sports facilities	√	Norley Road Playing Fields and Tennis Courts, Sandiway Golf Club
Play area/park	√	Boundary Lane Green Jubilee Play Area

Other observations

- Redwalls Private Nursing Home
- Sandiway Lodge Care Home
- Cuddington Railway Station
- iMap Centre Independent Day and Residential Special School

Accessing the local area

Distance to other towns/higher level service centres

6.1.4 The distance from Cuddington and Sandiway to the main urban areas/higher level service centres are provided in the table below. The nearest large centre to Cuddington and Sandiway is Northwich, approximately 5 miles by road.

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	14	30 minutes	23 minutes	1 hour 26 mins	26 minutes
Ellesmere Port	19	1 hour 13 mins	1 hour 8 mins	1 hour 37 mins	29 minutes
Northwich	5	16 minutes	09 minutes	25 minutes	13 minutes
Winsford	5	1 hour 54 mins	1 hour 47 mins	28 minutes	12 minutes
Middlewich	10	1 hour 59 mins	N/A	55 minutes	18 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

Mode of transport	Services
Bus	Service 82 every half hour between Chester and Northwich (Mon-Sat)
Train	Access from Cuddington Station to an hourly service on the Mid-Cheshire Line from Chester to Manchester
Walking/Cycling	Access to The Whitegate Way off Norley Road

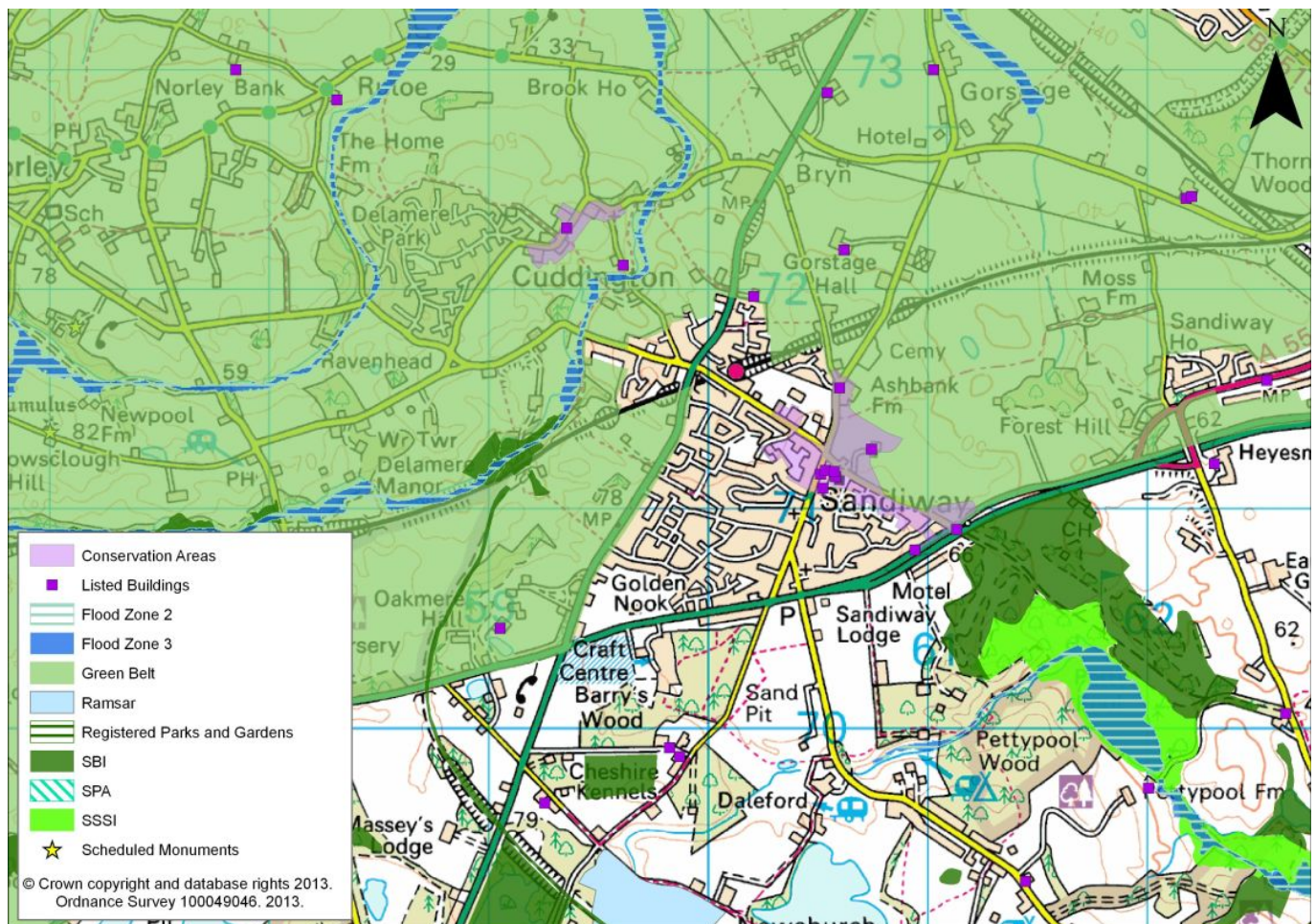
Accessing employment

6.1.5 The nearest employment areas to Cuddington and Sandiway are detailed in the table below:

Location	Distance (approx. miles)
Winnington Business Park	6
New Cheshire Business Park	6
Denton Drive Industrial Estate	6
Gadbrook Park	6
Woodford Park Industrial Estate	5
Road 1-5 Industrial Estate Winsford	7
Whitehouse Industrial Estate, Runcorn	8

18 Policy and physical constraints

Map 6.2 Sandiway and Cuddington physical and policy constraints



6.1.6 Areas along the route of Cuddington Brook are identified as Flood Zone 3a (high probability of flooding) as shown on the map above.

Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education ⁽¹⁾	The primary schools within Cuddington and Sandiway have sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	
Gas	No specific issues identified.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Sewerage	Cuddington Waste Water Treatment Works has very limited capacity.	Waste Water Treatment Works may require increased capacity, however land is available to accommodate this if required.
Water Supply ⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.1.7 The Cuddington and Sandiway KSC lies centrally within the borough, has close links to Northwich and is easily accessible to Chester and Manchester from Cuddington Railway Station.

6.1.8 The North Cheshire Green Belt forms a boundary to the north, east and west of the current Cuddington and Sandiway settlement area. Within the settlement and the wider area there are also a number of designated built and natural environment features, including the Cuddington and Sandiway conservation areas, a number of listed buildings, five sites designated as Local Wildlife Sites (formerly known as Sites of Biological Importance) and one Site of Special Scientific Interest. Areas to the north of the settlement area have also been identified as being within Flood Zones 2 and 3.

6.1.9 Cuddington and Sandiway has a good level of local service provision, with good transport links to key employment areas and higher order services. The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. Cuddington Waste Water Treatment Works has limited capacity, however land is available for upgrades to the works and therefore would not preclude further growth. The primary schools within Cuddington and Sandiway have sufficient capacity to accommodate growth.

6.1.10 200 dwellings is therefore considered a reasonable level of housing growth for Cuddington and Sandiway.

6.2 Farndon

6.2.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 26 per cent increase over the existing dwelling count.

6.2.2 Table 6.2 provides a list of services and facilities which were identified in Farndon at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.2.3 Farndon lies in the south west of the borough on the Welsh/English border and is located on the banks of the River Dee. Farndon has a population of 1,653 ⁽²⁾.

Map 6.3 Farndon Key Service Centre

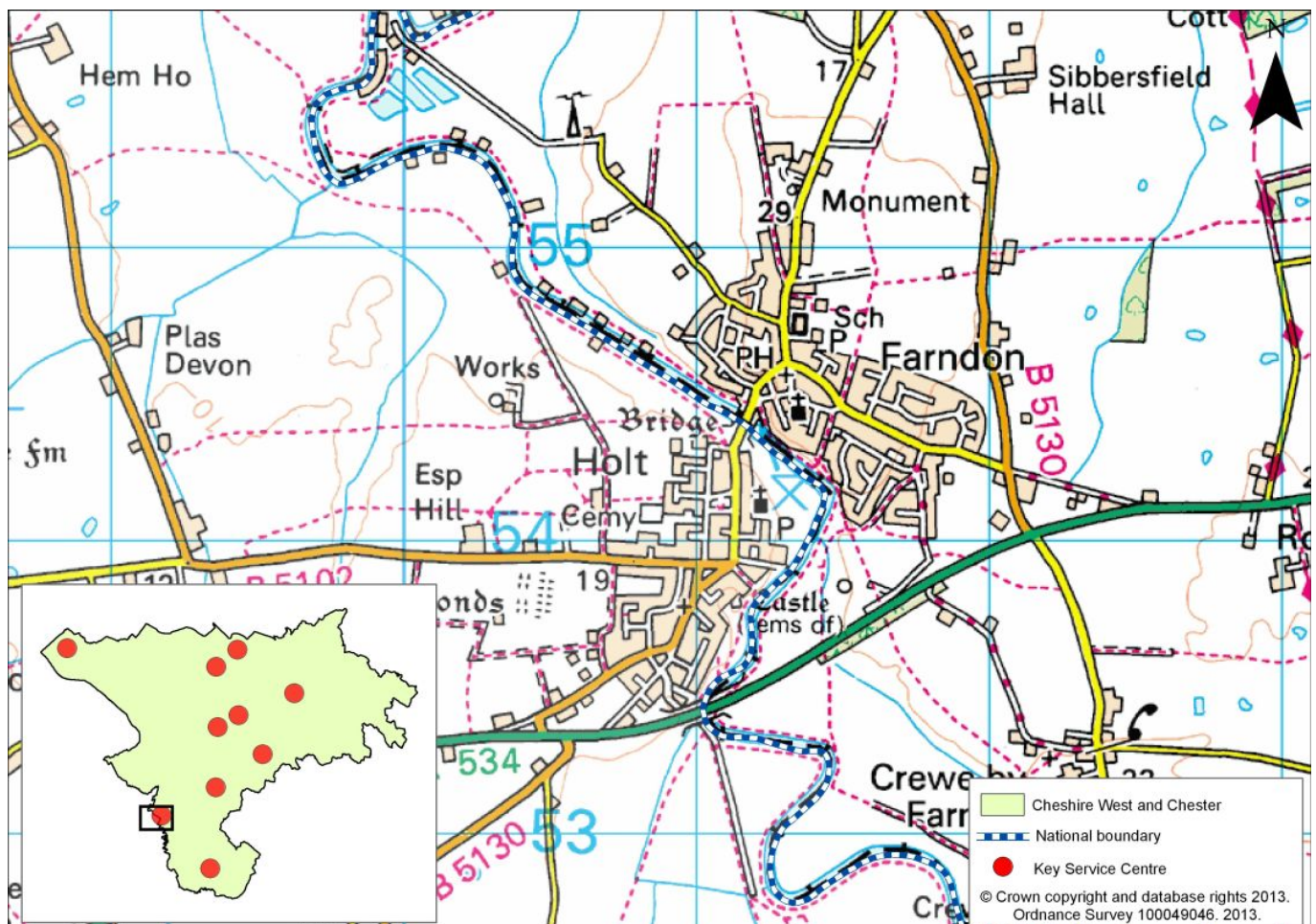


Table 6.2 Farndon services and facilities

Service/facility		Comments
Doctor's surgery	√	Farndon Health Centre
Pharmacy	√	The Pharmacy, High Street
Dentist	X	
Optician	X	
Library	√	Mobile Service
Place of worship	√	St. Chad's/Rock Chapel
Community hall	√	Farndon War Memorial Hall
Banking facility	X	
Post office	√	Church Road
Public house	√	The Greyhound (inc B&B), The Farndon Arms
Newsagents	√	
Convenience goods	X	
Butcher	√	
Baker	X	
Greengrocer	X	
Supermarket	X	
Comparison goods	√	Dawson's Hardware, Willie Carter Pottery, Paul Burrell Flowers, Confectioners, Bridal Wear
Café/restaurant/takeaway	√	Little Churtons Restaurant
Playgroup/nursery	√	Monument Place Day Nursery, Strawberries Pre-School
Primary school	√	Farndon Primary
Secondary school	X	
College	X	

Service/facility		Comments
Police station	X	
Fire station	X	
Allotment gardens	X	
Sports facilities	√	Sports and Social Club
Play area/park	√	Quarry Hill

Other observations

Farndon

- Farndon Physiotherapy and Sport Injury Clinic
- Farndon County Market (Weds at Chapel House)
- Scouts and Venture Scouts
- Cattery and kennels
- Clock shop
- Picnic site

Holt

- Hair Salon/Barbers
- White Lion Inn
- Deli Fine
- Holt Cars Taxi
- Hildegards Sandwich Takeaway
- Children's play area
- Londis
- Post office
- Kenyon Hall Community Centre
- Secret Spa
- Chinese restaurant x2
- Presbyterian Church of Wales
- Farm shop/garden centre
- Off licence
- St Chad's Church

Accessing the local area

Distance to other towns/higher level service centres

6.2.4 The distance from Farndon to the main urban areas/higher level service centres are provided in the table below. The nearest large centre to Farndon is Wrexham, approximately 6 miles by road.

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	10	25 minutes	N/A	54 minutes	19 minutes

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Ellesmere Port	15	1 hour 4 minutes	N/A	1 hour 34 minutes	28 minutes
Northwich	23	1 hour 19 minutes via bus and train	N/A	2 hours 18 minutes	43 minutes
Winsford	24	2 hours 4 minutes	N/A	2 hours 5 minutes	40 minutes
Wrexham	6	14 minutes	N/A	44 minutes	16 minutes
Whitchurch	15	1 hour 41 minutes (includes one change)	N/A	1 hour 22 minutes	27 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

6.2.5 The public transport services operating in Farndon are listed in the table below:

Mode of transport	Services
Bus	Route C36: Chester to Wrexham (Mon-Sat, hourly)
Train	N/A
Walking/Cycling	Links to local cycle route 'River to Ridge'

Accessing employment

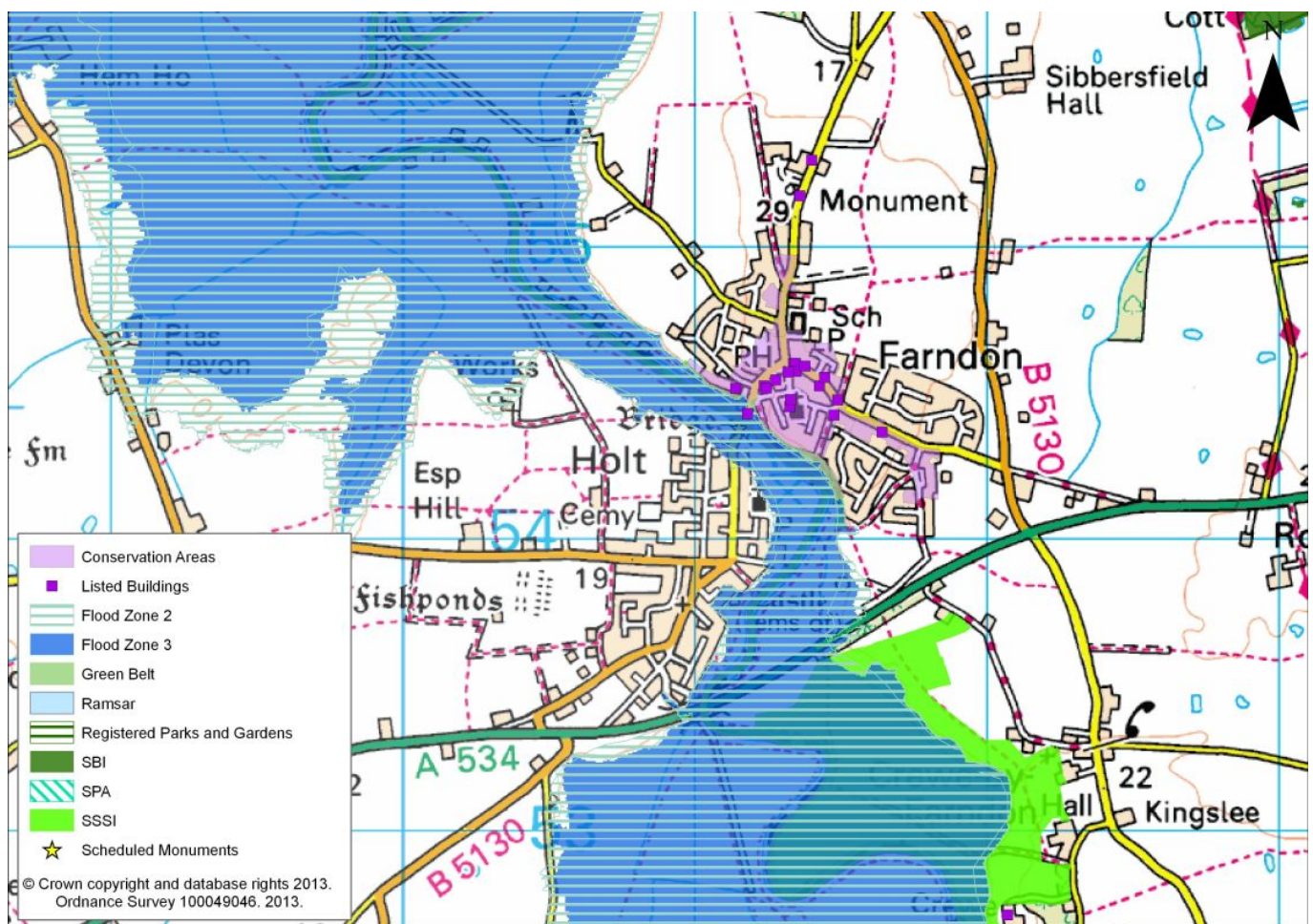
6.2.6 The nearest employment areas to Farndon are detailed in the table below:

Location	Distance (approx. miles)
Monument Farm	1
Wrexham Industrial Estate, Flintshire	5
Llay Industrial Estate, Wrexham, Flintshire	8
Chester Business Park	9

26 Policy and physical constraints

6.2.7 A number of built and natural environmental features can be found within and surrounding the Farndon settlement area. These include the Farndon Conservation Area, a number of Listed Buildings and a Site of Special Scientific Interest (SSSI). Parts of the wider area to the south and north of the main settlement are identified as being within Flood Risk Zones 2 and 3 as well as along the course of the River Dee which runs through the centre of the settlement.

Map 6.4 Farndon physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed.	Junction/highway/parking improvements would be considered and addressed through any specific planning application.
Education ⁽¹⁾	Farndon Primary School has sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate and the implementation of policy SOC 6.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	Nearby primary sub-station has capacity. New circuits may be required to meet demand which may require a mix of public and private funding.
Gas	No strategic gas mains in the vicinity, therefore reliant on connections to the local low pressure network.	Reinforcement will probably be required unless alternative heating technologies are used.

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Sewerage	Currently insufficient capacity at Farndon Sewerage Treatment Works	Sewerage Treatment Works will require expansion, however there is space to expand the works.
Water Supply⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.2.8 In summary, Farndon has a basic level of service provision and access to leisure, secondary education and other services is reliant on the private car. However, this level of service provision is enhanced by Farndon's close proximity to Holt where there is a range of services and facilities including a post office, café and pubs which can be easily accessed by residents of Farndon.

6.2.9 The Monument Farm employment allocation is substantially completed, therefore there may be a need for further small scale employment land provision.

6.2.10 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The gas supply and sewerage treatment capacity have been identified as constrained, however would not preclude further growth. Farndon Primary School also has sufficient capacity to accommodate growth.

6.2.11 200 dwellings is considered to be a reasonable level of growth over the Plan period.

6.3 Frodsham

6.3.1 Based on the assessment detailed below, a maximum of 250 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a six per cent increase over the existing dwelling count.

6.3.2 Table 6.3 provides a list of services and facilities which were identified in Frodsham at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.3.3 Frodsham is a popular market town, with a population of 9,077 ⁽³⁾, which lies to the north of the borough and has developed to become a distinctive and attractive market town, with a mixture of historic buildings and independent traders.

6.3.4 The River Weaver flows through the area to the east and the town overlooks the Mersey Estuary, Frodsham Marshes and Manchester Ship Canal. Frodsham is in a prime location for access to Junction 12 of the M56 motorway and the railway line links Frodsham with Chester and Manchester. Frodsham Hill, a clear landmark on the Cheshire Plain offers dramatic views over the Mersey Estuary and is popular with walkers and the starting point of the Sandstone Trail.

3 2011 Census Office for National Statistics © Crown copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0.

Map 6.5 Frodsham Key Service Centre

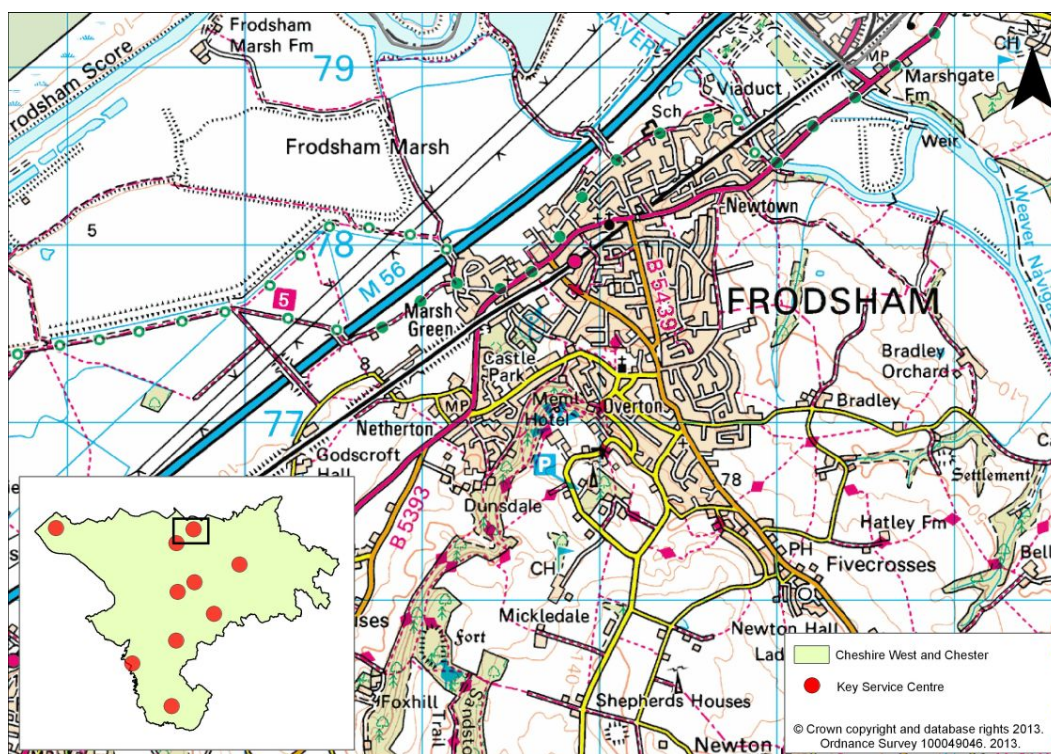


Table 6.3 Frodsham services and facilities

Service/facility		Comments
Doctor's surgery	✓	Frodsham Medical Practice, The Knoll Surgery and Sure Start Children's Centre
Pharmacy	✓	Alliance / Boots
Dentist	✓	The Dental Surgery and Frodsham Dental Surgery
Optician	✓	Taylors / Boots
Library	✓	Main Street / Alexandra Mews
Place of worship	✓	St Lawrence Parish Church, Frodsham Methodist, St Luke's Catholic Church, Main Street Chapel, King's Church, Five Crosses Methodist Church
Community hall	✓	Frodsham Parish Hall, Community Centre, Conservative Club, Castle Park Arts Centre
Banking facility	✓	Nat West, Cheshire Building Society, Lloyds TSB, HSBC, Barclays

Service/facility		Comments
Post office	√	Main Street and St. Hilda's Drive
Public houses/hotel	√	The Bear's Paw, Cholmondeley Arms, Golden Lion, The Queen's Head, Old Hall Hotel, Red Lion, Helter Skelter, Ring O Bells, Bull's Head, Forest Hills
Newsagents	√	Elliots, WH Smith, Overton Stores, Top Shop
Convenience goods	√	Premier Convenience Store, Overton Village Stores, Mace Store, Top Shop
Butcher	√	A. Pickup, HE Coward
Baker	√	Devonshire Bakery
Greengrocer	√	Hales of Frodsham
Supermarket	√	Morrisons (High Street)
Comparison goods	√	Various including Florist, DIY
Café/restaurant/takeaway	√	Pizza Pan, Coffee & Cake, The Olive Tree, Costa Coffee, Taj Mahal, The Indian Garden, Frodsham Tandoori
Playgroup/nursery	√	Pre-school at Weaver Vale School, Pre School Private Nursery, Main Street, Manor House, St Luke's and Overton
Primary school	√	Frodsham Manor House Primary/ St Luke's Catholic Primary/ Frodsham C of E Primary/ Frodsham Weaver Vale Primary (Frodsham Children's Centre), Over Pre-School all with pre-school facilities
Secondary school		Catchment: Helsby High School
College	X	
Police station	√	Rural neighbourhood - Ship Street Police Station
Fire station	√	Retained service - Ship Street
Allotment gardens	√	Managed by Frodsham Town Council, includes some private provision
Sports facilities/leisure	√	Tennis / bowling green / leisure centre, Frodsham Water Sports, walking opportunities on the River Weaver/Mersey and Frodsham Marshes. Proximity to Delamere Forest
Play area/park	√	Castle Park, London Road/ Fountain Lane/Saltworks Farm

Other observations

- Blockbusters Video
- Johnsons Dry Cleaners
- Frazer Jones Hair
- Frodsham News
- Charity Shops
- Leonidas
- Bargain Booze
- The Flower Shop
- The Original Factory Shop
- Sayers
- Beresford Adams
- Les Harris Jeweller
- Twelve 50 Bikes
- EV3 Womenswear
- Frodsham Computers
- Presentations Engraving
- Cars N Bikes
- Bloomsburys of Frodsham
- Coral
- Tanners Specialist Tanning
- Swetenhams
- NFU Mutual Insurance
- Cheshire Relocation
- Wedding Belles
- Amore
- Felicitations
- Top Marks
- Frodsham Business Centre
- The Olive Tree Wine Bar
- DRB Jewellers
- Sterling Dry Cleaners
- Charles Lordi
- Dandelion
- Celebrations
- The Paperwell
- Rowlinsons Solicitors
- Zoe's
- Ian J Tickle
- Frodsham & District Taxis
- Frodsham Foot Clinic
- Lusso
- Classy Rags
- Yuet Ben Beijing Restaurant
- AFC Clinic
- Paws and Claws
- Fineline Tattoo
- Frodsham Chiropody Clinic
- 4 Seasons 4 Food
- Haircraft
- No 5 High Street Barbers
- Hair by Design
- Paul Stirrup Furnishers
- Collinson's Court
- Hair Company
- Cut Above
- Castle Park Arts Centre
- Suzannes
- No 8 Women's Wear
- A Design Kitchens
- William Hill
- Lusse
- Halifax Your Home
- Cheshire Brides
- Thomas Cook
- Elegant Lady Jewellery
- Park View Garden
- Rodgers Carpets
- Paul's Barber Shop
- Frodsham Frames
- HE Coward
- Merricks Hair
- Charter House
- J C Clarke & Son Funerals
- Milmark Foods & Health Clinic
- Allsops
- Top Taste
- The Cottage Tea Shop
- DT Turner
- Haworths
- Slim and Trim
- Mojito 88
- CK Charles
- Cheshire Dogs
- Complete Security Services

Accessing the local area

Distance to other towns/higher level service centres

6.3.5 The distance from Frodsham to the main urban areas / higher levels service centres are provided in the table below. The nearest large centre to Frodsham is Runcorn approximately 5 miles by road.

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	11	33 minutes	16 minutes	1 hour 13 minutes	22 minutes
Ellesmere Port	11	40 minutes	51 minutes (includes one change)	49 minutes	17 minutes
Northwich	10.5	51 minutes	59 minutes (includes one change)	1 hour 10 minutes	20 minutes
Winsford	14	1 hour 30 minutes	2 hours (includes two changes)	1 hour 23 minutes	33 minutes
Runcorn	5	37 minutes	1 hour 20 minutes (includes three changes)	43 minutes	8 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

6.3.6 The public transport services operating in Frodsham are listed in the table below:

Mode of transport	Services
Bus	Route 21: Chester to Runcorn (Mon-Sat, hourly) Route X30: Chester/Runcorn/Warrington (Mon-Sat, hourly) Route 36: Ellesmere Port to Runcorn (Mon-Sat, hourly) Route 31/31A: Chester/Frodsham/Warrington (Sun, hourly) Route 36: Frodsham to Northwich (Mon-Sat, every two hours)
Train	Access to an hourly service to the Chester to Manchester line via Warrington from Frodsham station
Walking/Cycling	On National Cycle Route 5, Head of The Sandstone Trail, access to the River Weaver and Frodsham Marshes together with several local cycle routes.

Accessing employment

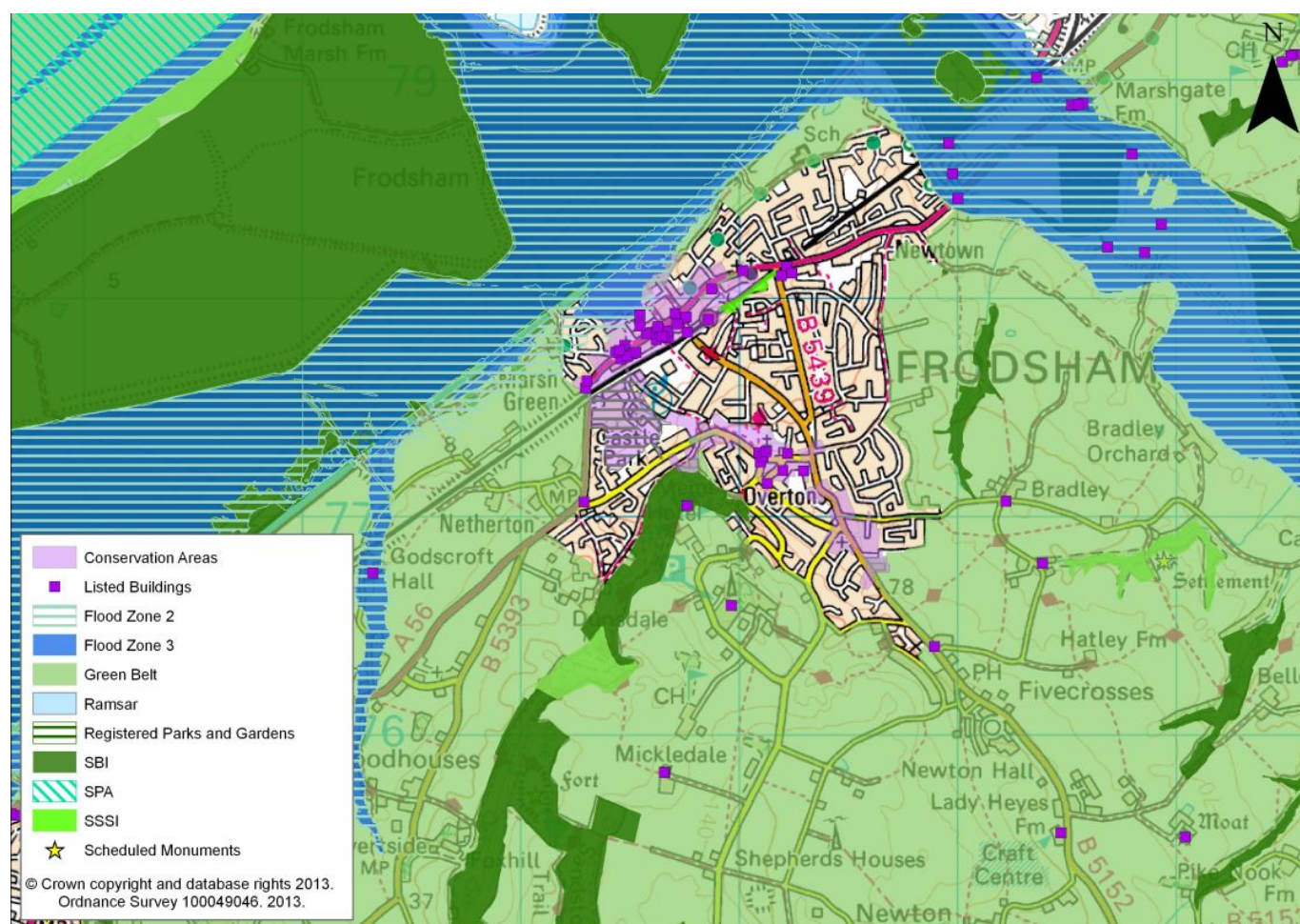
6.3.7 The nearest employment areas to Frodsham are detailed in the table below:

Location	Distance (approx. miles)
Weaver Park Industrial Estate	1
Frodsham Business Centre	0.5
Ince (e.g Quinn Glass/Kemira)	5
Stanlow Complex	7
Mere's Edge	3
Whitehouse Industrial Estate	4
Weston Point Industrial Area, Halton	5

Policy and physical constraints

6.3.8 The extent of the existing Frodsham settlement area is bounded by the defined North Cheshire Green Belt, which covers the surrounding area. Within the settlement and the wider area there are a range of designated built environment features, including four Conservation Areas, a number of Listed Buildings, a Scheduled Monument and a Registered Park and Garden. Both within and outside of the main settlement area, there are a number of natural environment designations, including three Sites of Biological Importance (SBI), (now named Local Wildlife Sites), Sites of Special Scientific Interest (SSSI) and international designations covering the Mersey Estuary (RAMSAR site). Areas to the north west of Frodsham are within flood zone 3a (high probability of flooding). Areas to the north and north west are within flood zone 3b (functional flood plain) as shown on the map below.

Map 6.6 Frodsham physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed. Major refurbishment and re-strengthening of the A56 Sutton Weaver swing bridge is underway and is considered critical to avoid weight restriction on this key M56 diversionary route.	Junction/highway/parking improvements would be considered and addressed through any specific planning application. Sutton Weaver Swing Bridge - total cost of £4.5 million. Funding now mainly secured.
	The improvements to the Halton Curve including reinstatement of the points at Halton and Frodsham junctions and upgrades to the track are identified as beneficial to enable a direct link between Chester and Liverpool and additional passenger and freight capacity.	No funding currently identified for improvements to the Halton Curve.
Education⁽¹⁾	The Secondary and Primary Schools within Frodsham and Helsby have sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	A new medical centre is currently being delivered in Frodsham. The precise details of future service provision are yet to be developed but are likely to require both public and private funding.

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate in line with SOC 6.
Waste	Household Waste Recycling Centre in need of replacement or upgrade. Sufficient capacity at waste disposal facilities over the Plan period.	Sites to be identified as required in the Local Plan (Part Two) Land Allocations and Detailed Policies.
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	
Gas	Medium pressure gas mains in the immediate vicinity.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	Frodsham and Helsby both drain into the Helsby Sewerage Treatment Works and there is capacity within the existing Sewerage Treatment Works until the end of 2015. Flooding incidences in the sewer network recorded.	Helsby Sewerage Treatment Works will need upgrading to meet the increase in demand beyond 2015, however space is available to allow for this upgrade if required.
Water Supply⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there

will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.

2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.3.9 Frodsham has excellent transport links to the A56 and M56 to Manchester and Chester and has a railway station which is served by the hourly service from Chester to Manchester via Warrington.

6.3.10 Frodsham town centre shows signs of strong viability and vitality with a good balance of independent and national retailers. There is a consistently low town centre vacancy rate and provision of key local services including a supermarket, leisure centre, medical services and a thriving weekly market. Castle Park Arts Centre is a key asset for Frodsham providing three art galleries, craft units, coffee shop and workshop rooms. Castle Park House and Gardens is an attractive historic park which, over nine hectares, offers a mixture of formal gardens and lawns and recreational leisure facilities such as a bowling green and tennis courts. The house offers access to Council Services and purpose built conference and office facilities.

6.3.11 Frodsham is at the head of the Sandstone Trail which stretches 34 miles (55 kilometres) and offers superb walking opportunities across Cheshire between Frodsham and Whitchurch in rural north Shropshire, to the south. Access can also be gained along the River Weaver and Frodsham Marshes for other walking opportunities.

6.3.12 Employment opportunities in Frodsham include Weaver Park Industrial Estate and Frodsham Business Centre. A large percentage of residents in Frodsham work outside of the borough.

6.3.13 Based on the assessment of access to services, facilities and public transport, it is considered that Frodsham has a good range of services that could sustain further growth. Notwithstanding this, it is constrained by floodplain, Green Belt and SSSI designations. It is anticipated that some growth may occur as a result of 'infill' and brownfield development.

6.3.14 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The sewerage treatment works have been identified as at capacity after 2015, however space is available to allow for an upgrade to the works if required and would not preclude further growth. The Secondary and Primary Schools within Frodsham and Helsby also have sufficient capacity to accommodate growth.

6.3.15 It is considered that 250 dwellings over the Plan period is an appropriate level of growth for Frodsham.

6.4 Helsby

6.4.1 Based on the assessment detailed below, a maximum of 300 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 13 per cent increase over the existing dwelling count.

6.4.2 Table 6.4 provides a list of services and facilities which were identified in Helsby at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.4.3 Helsby is in the north of the borough overlooking the Mersey Estuary. The M56 motorway and the railway line between Chester and Manchester are easily accessible. Helsby has a population of 4,972 ⁽⁴⁾.

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Map 6.7 Helsby Key Service Centre

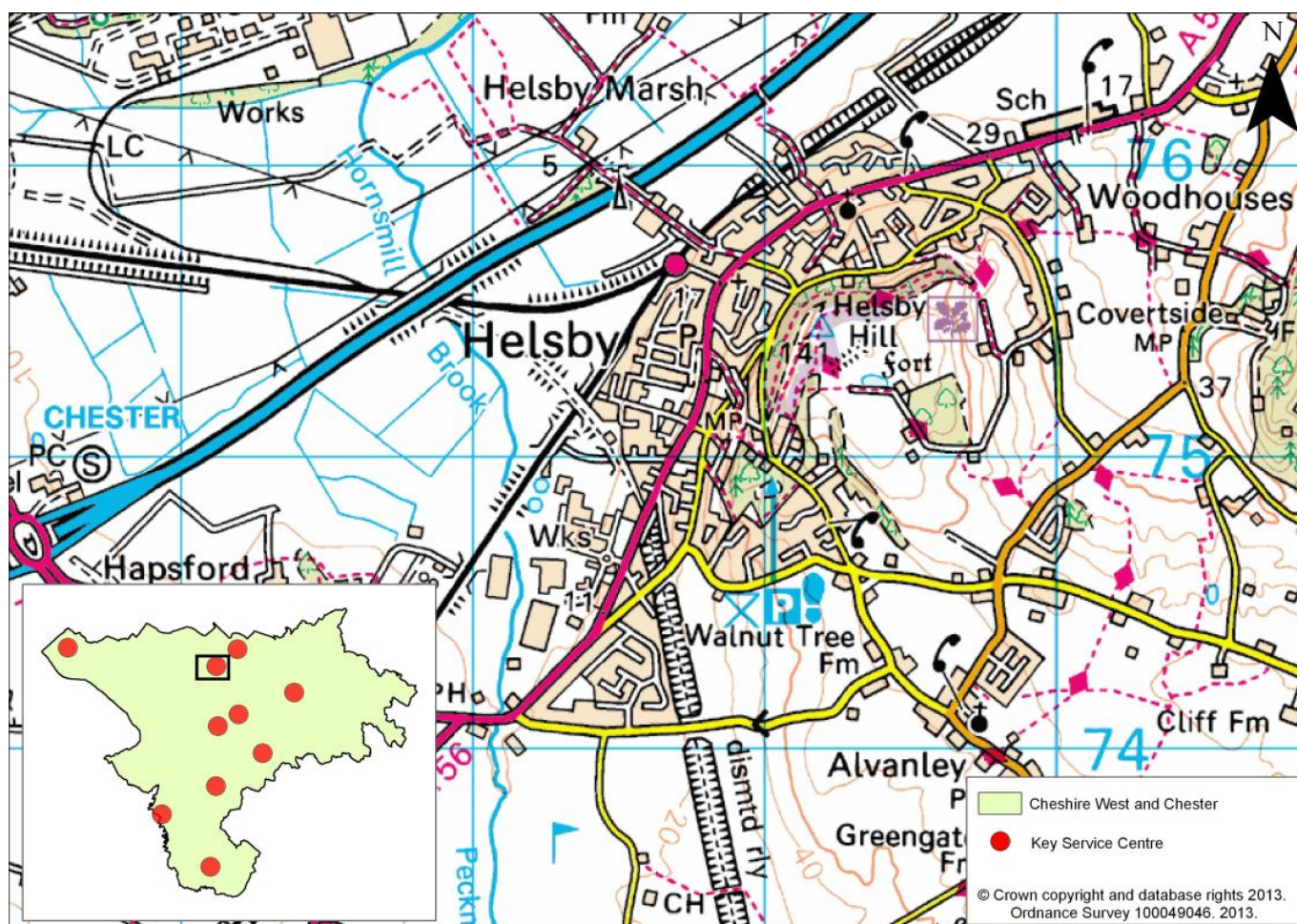


Table 6.4 Helsby services and facilities

Service/facility		Comments
Doctor's surgery	√	Helsby and Elton Practice
Pharmacy	√	Fearn's Pharmacy
Dentist	√	Helsby Dental Practice
Optician	X	
Library	√	Lower Robin Hood Lane
Place of worship	√	Incl. St Paul's/St John the Evangelist/Helsby Methodist

Service/facility		Comments
Community hall	√	Community Centre/Social Club, Helsby Ex Servicemens Club, Scout Group
Banking facility	√	Cash point
Post office	√	Including newsagent
Public house	√	Helsby Arms/Railway Inn
Newsagents	√	Within Post Office, One Stop and Tesco
Convenience goods	√	One Stop 6am to 10pm
Butcher	X	
Baker	X	
Greengrocer	X	
Supermarket	√	Tesco
Comparison goods	√	Incl. day spa/car garage
Café/restaurant/takeaway	√	PIPS Sandwiches, Helsby Fast Food, Helsby Wok, Helsby Spice, Seaway Fish & Chips, Sher Khan Indian
Playgroup/nursery	√	Homestead Children's Nursery, Helsby Pre-School, Hornsmill Pre-School
Primary school	√	Helsby Hillside Primary/Hornsmill Primary
Secondary school	√	Helsby High
College	X	
Police station	X	
Fire station	X	
Allotment gardens	√	Provided by Helsby Parish Council
Sports facilities	√	Golf club/Helsby Community Sports Club
Play area/park	√	Well equipped play ground - Lower Robin Lane, Helsby Quarry picnic area

Other observations

- ATS garage
- Turf and top soil centre
- Photography shop
- Printing shop
- Installation contractor
- Helsby railway station and car park
- Money Transfer
- Day spa
- Barkers MOT Centre
- Acre Florist
- Land of Beds
- Jingles Salon
- Heathercliffe Residential Home
- C.A.W. Motor Factors
- Battery test centre
- Sandycroft Dry Cleaners
- Shell garage (being re-developed)
- Funeral directors

Accessing the local area

Distance to other towns/higher level service centres

6.4.4 The distances from Helsby to the main urban areas/higher level service centres are provided in the table below. The nearest large centre to Helsby is Ellesmere Port, approximately 7 miles by road.

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	9	26 minutes	12 minutes	46 minutes	15 minutes
Ellesmere Port	7	36 minutes	11 minutes	45 minutes	13 minutes
Northwich	13	1 hour 9 minutes (includes one change)	55 minutes (includes one change)	1 hour 21 minutes	26 minutes
Winsford	17	1 hour 49 minutes (includes two changes)	2 hours 6 minutes (includes two changes)	1 hour 28 minutes	30 minutes
Runcorn	9	43 minutes (includes one change)	1 hour 35 minutes (includes two changes)	55 minutes	15 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

Mode of transport	Services
Bus	Route 21/X30: Chester to Runcorn (Mon-Sat, every 30 mins) Route 36: Ellesmere Port to Runcorn (Mon-Sat, hourly) Route 31/31A: Chester to Frodsham (Sun, hourly) Route 138/C76: Ellesmere Port to Helsby (Limited service)
Train	Access to an hourly service on the Chester to Manchester via Warrington line at Helsby Station

Mode of transport	Services
Walking/Cycling	Links to National Cycle Route 5

Accessing employment

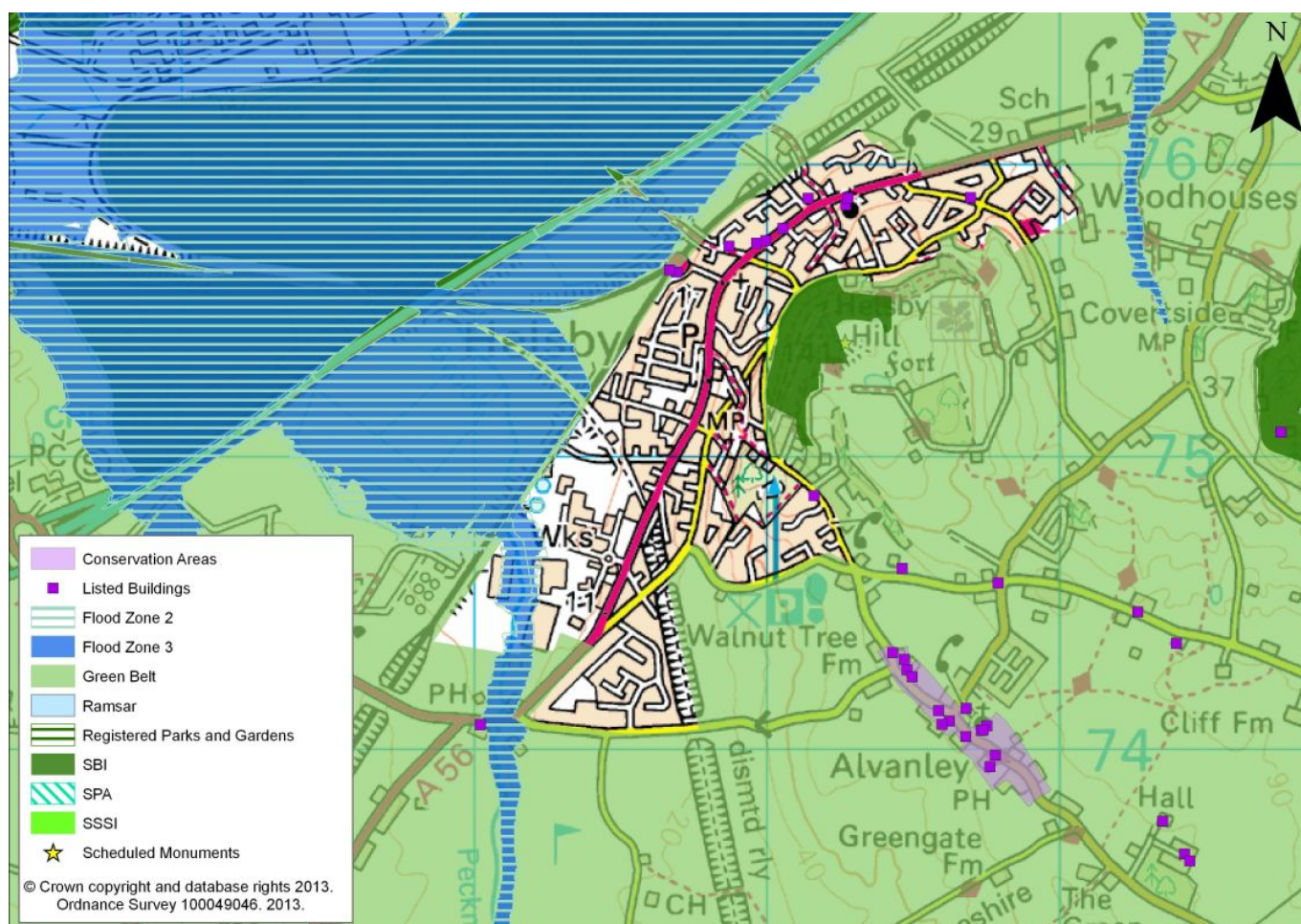
6.4.5 The nearest employment areas to Helsby are detailed in the table below:

Location	Distance (approx. Miles)
Mere's Edge	0.5
Ince (e.g Quinn Glass/Kemira)	3
Stanlow Complex	3
Chester city centre	9
Cheshire Oaks / Coliseum Retail Park	9

Policy and physical constraints

6.4.6 The extent of the existing Helsby settlement area is bounded by the defined North Cheshire Green Belt, which covers the surrounding area. Within the settlement and the wider area there are also a number of designated built and environment features. These include a number of Listed Buildings, one Scheduled Monument and two Sites of Biological Importance (now known as Local Wildlife Sites). The Mersey Estuary is also a designated RAMSAR site. Areas north west of Helsby are located within Flood Risk Zones 2 and 3a (medium and high probability of flooding) as shown on the map below.

Map 6.8 Helsby physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Generally the network would be able to cope with the level of growth identified. Some concerns about parking on the High Street.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education ⁽¹⁾	The Secondary and Primary Schools within Helsby have sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	A new medical centre is currently being delivered in Frodsham. The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate in line with SOC 6.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Gas	Medium pressure gas mains in the immediate vicinity.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	Frodsham and Helsby both drain into the Helsby Sewerage Treatment Works and there is capacity within the existing Sewerage Treatment Works until the end of 2015.	Helsby Sewerage Treatment Works will need upgrading to meet the increase in demand beyond 2015, however space is available to allow for this upgrade if required.
Water Supply ⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	The Frodsham Exchange is programmed to be upgraded in December 2013 to enable the roll-out of superfast broadband.

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.4.7 Helsby has good transport links to the A56, M56 and railway (Chester to Manchester). Proximity to the motorway and access to the rail networks means that people that live in this area travel out of the borough to work, often to Warrington and Runcorn but also to Manchester and Merseyside. Helsby has a high ranking secondary school and a large sports and social club.

6.4.8 The former BICC employment area now named Mere's Edge is predominantly developed for non-business uses and there is a lack of employment opportunities directly in the village. It is anticipated that some growth within Helsby may occur as a result of 'infill' and brownfield development.

6.4.9 Helsby has a basic range of services and is constrained by floodplain, Green Belt and SSSI designations. Helsby does however have good access to public transport, both train and bus and close links to the motorway network.

6.4.10 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The sewerage treatment works has been identified as at capacity after 2015, however space is available to allow for an upgrade to the works if required and would not preclude further growth. The Secondary and Primary Schools within Helsby also have sufficient capacity to accommodate growth.

6.4.11 It is considered that 300 dwellings over the Plan period is an appropriate level of growth in Helsby.

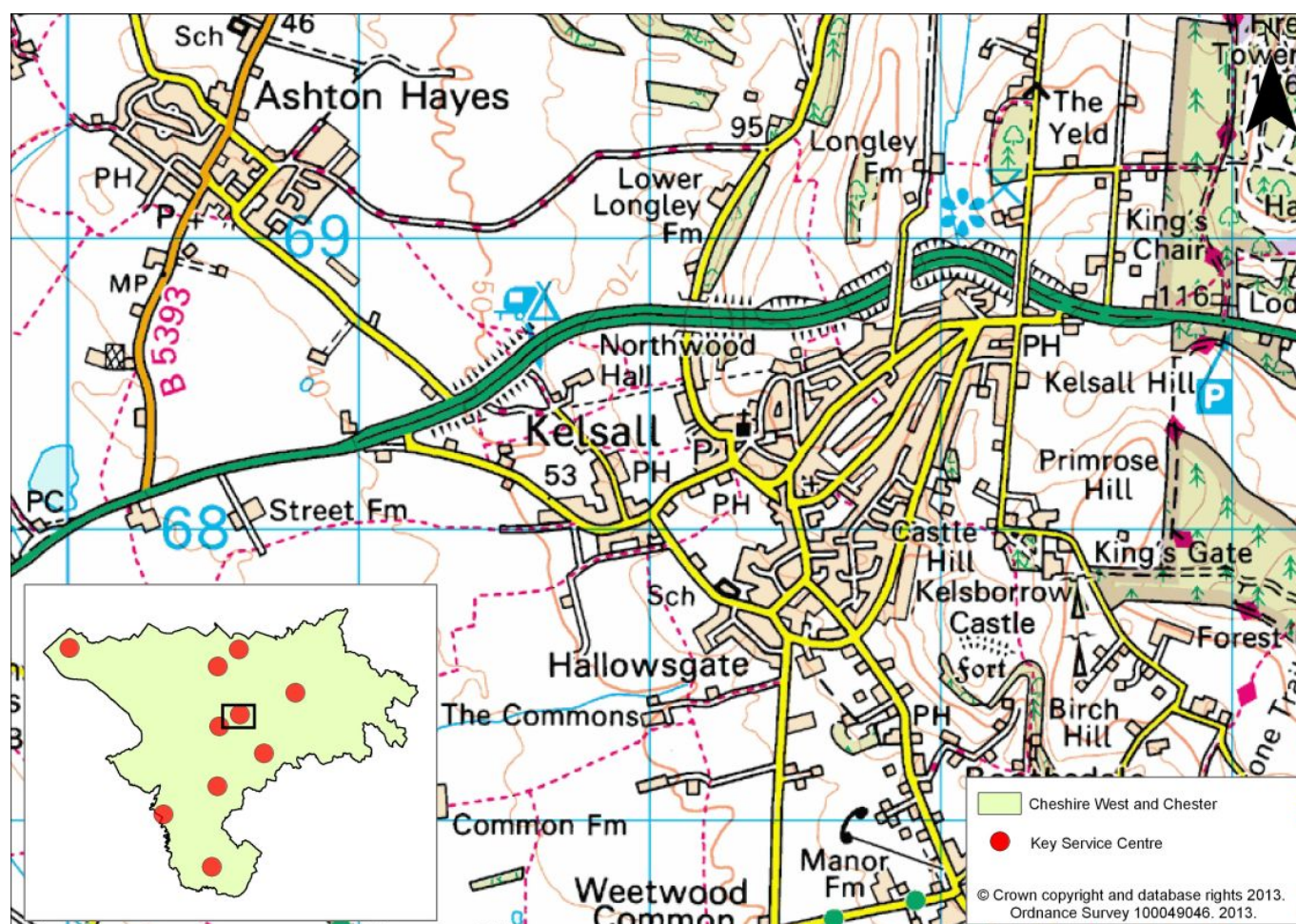
6.5 Kelsall

6.5.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to an 18 per cent increase over the existing dwelling count.

6.5.2 Table 6.5 provides a list of services and facilities which were identified in Kelsall at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.5.3 Kelsall is located within the centre of the borough off the A54 which links Chester with Northwich and Winsford and has a population of 2,609 ⁽⁵⁾.

Map 6.9 Kelsall Key Service Centre



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Table 6.5 Kelsall services and facilities

Service/facility		Comments
Doctor's surgery	√	Kelsall Medical Centre
Pharmacy	√	Holmes Pharmacy
Dentist	X	
Optician	X	
Library	X	
Place of worship	√	Kelsall Methodist Church and St Philip's
Community hall	√	Kelsall Community Centre & Social Club
Banking facility	√	Cash machine in Co-op
Post office	√	Within Co-Op store
Public house	√	Farmers Arms / The Oak
Newsagents	X	
Convenience store	√	Co-Op
Butcher	√	Duttons
Baker	X	
Greengrocer	X	
Supermarket	X	
Comparison goods	√	Hairdressers, ale and wine shop
Café/restaurant/takeaway	√	Pub/kitchen, sandwich shop
Playgroup/nursery	√	Kelsall Pre-school
Primary school	√	Kelsall Community Primary
Secondary school	X	Catchment: Tarporley High School
College	X	
Police station	X	

Service/facility		Comments
Fire station	X	
Allotment gardens	√	
Sports facilities	√	Football pitch
Play area/park	√	Equipped play area

Other observations

- Vehicle repairs and car sales

Accessing the local area

Distance to other towns/higher level service centres

6.5.4 The distance from Kelsall to the main urban areas/higher levels service centres are provided in the table below. The nearest large centres to Kelsall are Chester and Northwich, approximately 9 miles by road.

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	9	20 minutes	N/A	57 minutes	19 minutes
Ellesmere Port	13	1 hour 4 minutes	N/A	1 hour 11 minutes	22 minutes
Northwich	9	30 minutes	N/A	54 minutes	19 minutes
Winsford	10	1 hour 5 minutes (includes one change)	N/A	46 minutes	17 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

Mode of transport	Services
Bus	Route 82: Chester to Northwich (Mon-Fri, every 30 mins, evenings hourly, Sat hourly) Route X20: Cheshire Oaks to Middlewich (Limited service)
Train	No direct access to rail service
Walking/Cycling	Links with the 'Fruits of the Forest' Local Cycle Route

Accessing employment

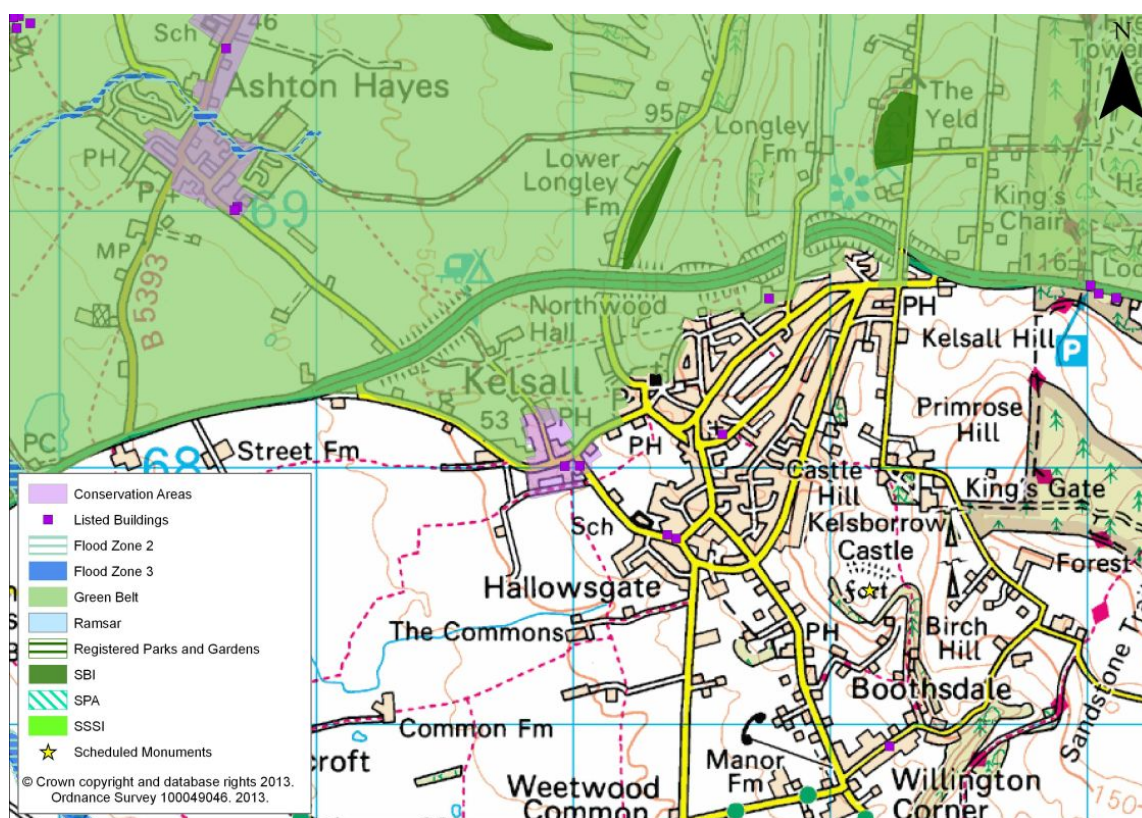
6.5.5 The nearest employment areas to Kelsall are detailed in the table below:

Location	Distance (approx. miles)
Chester West Industrial Estate	11
Sealand Industrial Estate	10
Chester city centre	9
Chester Enterprise Centre	8

Policy and physical constraints

The extent of the existing Kelsall settlement area is bounded to the north by the defined North Cheshire Green Belt. Within the settlement and the wider area there are a number of designated built environment features, including the Kelsall Conservation Area, and a number of Listed Buildings and one Scheduled Monument. Parts of the wider area, to the west of the main settlement, are identified as being within flood risk zones 2 and 3.

Map 6.10 Kelsall physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	The impact on the capacity of the junctions has been found to be acceptable. Potential for impact on parking by the shopping area on Church Street.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education ⁽¹⁾	Kelsall Community Primary School has a requirement for the equivalent of 2 additional classrooms (60 child places)	The requirement for additional capacity at Kelsall Community Primary School is being addressed and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	Duddon primary sub-station has sufficient capacity to meet the anticipated growth

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Gas	No strategic gas mains in the vicinity, therefore reliant on connections to the local low pressure network.	Reinforcement will probably be required unless alternative heating technologies are used.
Sewerage	There is capacity within the existing Tarvin Sewerage Treatment Works until the end of 2015. Sewer flooding incidences recorded.	Detailed modelling will assess the impacts of growth post 2015. Land is available to expand the Sewerage Treatment Works if required.
Water Supply ⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK. The Connecting Cheshire Partnership has secured funding to deliver broadband speeds of up to 80Mbps to 96% of Cheshire by the end of 2016. The remaining 4% will also see an uplift.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.5.6 The extent of the existing Kelsall settlement area is bounded to the north by the defined North Cheshire Green Belt. Within the settlement and the wider area there are a number of designated built environment features, including the Kelsall Conservation Area, and number of Listed Buildings and one Scheduled Monument. Parts of the wider area to the west of the main settlement are identified as being within Flood Zones 2 and 3.

6.5.7 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The gas supply and sewerage treatment capacity have been identified as constrained, however this would not preclude further growth. Kelsall Community Primary School has a requirement for the equivalent of two additional classrooms, however the requirement can be met on site through a combination of public and private sector funding.

6.5.8 In summary, Kelsall has a good level of service provision to support growth with manageable infrastructure requirements, it is therefore considered that 200 dwellings is a reasonable level of growth over the Plan period.

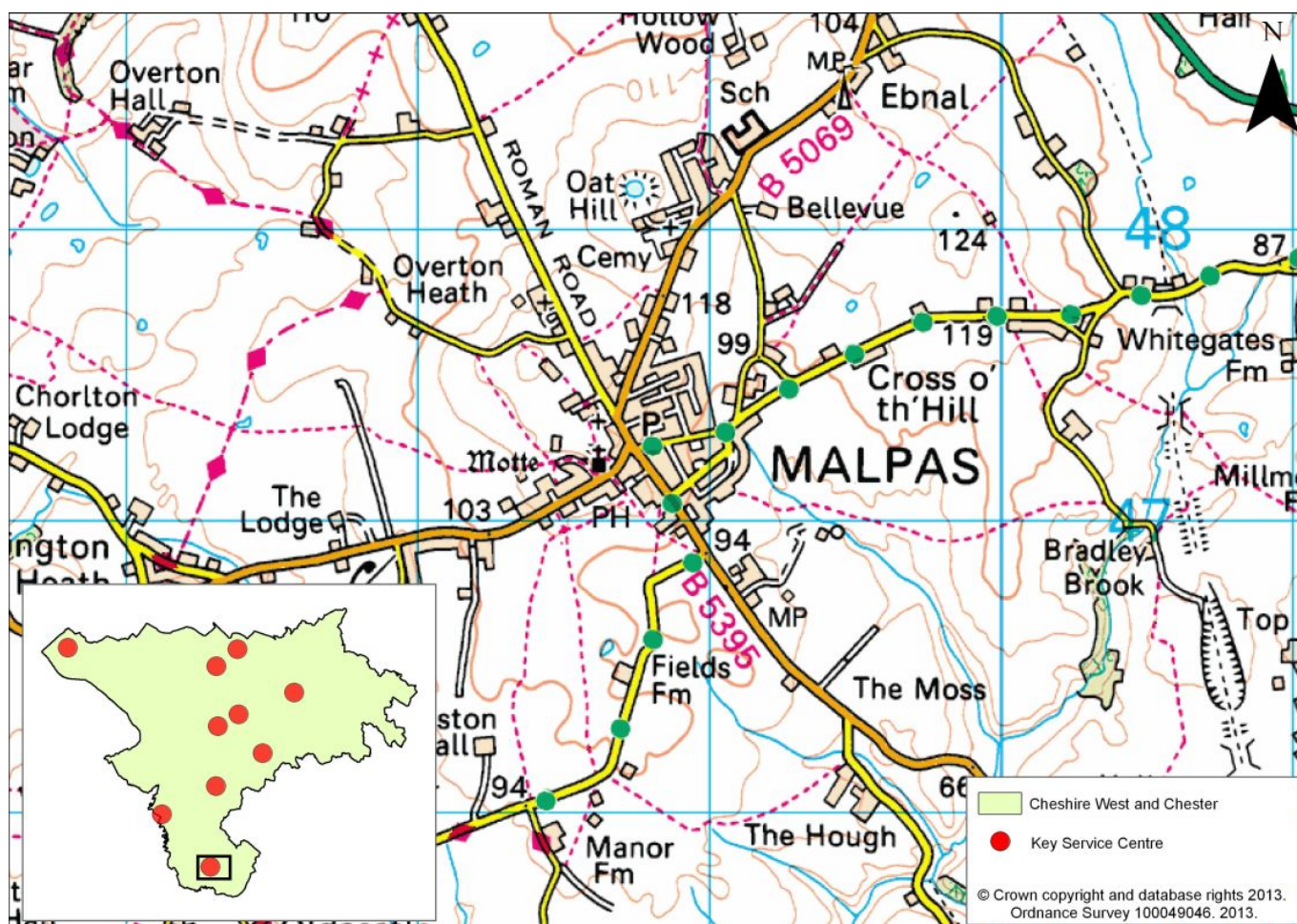
6.6 Malpas

6.6.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 25 per cent increase over the existing dwelling count.

6.6.2 Table 6.6 provides a list of services and facilities which were identified in Malpas at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.6.3 Malpas lies in the south of the borough close to the Shropshire and Welsh borders and has a population of 1,673 ⁽⁶⁾.

Map 6.11 Malpas Key Service Centre



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Table 6.6 Malpas services and facilities

Service/facility		Comments
Doctor's surgery	√	Laurel Bank Surgery, First Responders
Pharmacy	√	The Co-op Pharmacy
Dentist	√	Malpas Dental Surgery
Optician	√	Francis Opticians
Library	√	Within Bishop Heber High
Place of worship	√	St Oswald's, High Street Church, Elim Church and Julian Meetings
Community hall	√	Jubilee Hall, young person's centre
Banking facility	√	Lloyds TSB
Post office	√	Within the Londis Store, High Street
Public house	√	Red Lion Hotel/The Crown/Vaults Hotel
Newsagents	√	Londis Store and Newspapers from Co-operative, High Street
Convenience store	√	Londis Store, Huxley's General Store and Co-operative
Butcher	X	
Baker	√	Huxley's, High Street
Greengrocer	√	Within Huxley's, Londis and Co-operative
Supermarket	√	The Co-operative (mini), High Street
Comparison goods	√	Launderette, Hairdressers, Sewing Room, Beauty & Tanning Salon, Dry Cleaning, Pet Shop, Barbers and Beauty Salon, Complementary/Holistic Healthcare, Antique Shop, Dog Groomers, Sewing Repairs.
Café/restaurant/takeaway	√	A Table at Eatons, The Fire Station Bistro/Café, The Crispy Batter Fish & Chips, Golden Flower Chinese
Playgroup/nursery	√	Malpas & District Toddler Group, The Barn Private Pre-School Nursery
Primary school	√	Malpas Alport Endowed Primary

Service/facility		Comments
Secondary school	√	Bishop Heber High School and Language College
College	X	
Police station	X	
Fire station	√	Malpas Community Fire Station
Allotment gardens	X	
Sports facilities	√	Bowling Green/multi-use sports centre
Play area/park	√	Recreation ground and play ground/basket ball.

Other observations

- Farm shop
- Photography studio
- Vets
- B&B
- Malpas Community Web, various classes, clubs and events and businesses:
www.malpascheshire.co.uk

Accessing the local area

Distance to other towns/higher level service centres

6.6.4 The distance from Malpas to the main urban areas/higher levels service centres are provided in the table below. The nearest large centre to Malpas is Whitchurch, approximately 6 miles by road.

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	16	59 minutes	N/A	1 hour 24 minutes	26 minutes
Ellesmere Port	21	1 hour 45 minutes (includes two changes)	N/A	2 hours 4 minutes	33 minutes
Northwich	24	1 hour 59 minutes (includes one change)	N/A	2 hours 32 minutes	42 minutes

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Winsford	23	2 hours 34 minutes (includes two changes)	N/A	1 hour 57 minutes	39 minutes
Wrexham	12	1 hour 32 minutes	N/A	1 hour 19 minutes	23 minutes
Whitchurch	6	24 minutes	N/A	35 minutes	14 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

Mode of transport	Services
Bus	Route 41/41A: Chester to Whitchurch (Mon-Sat, every 2 hours)
Train	No direct access to rail service. Nearest train station is Whitchurch (approximately 6 miles by road)
Walking/Cycling	Links with Cheshire Cycle Way

Accessing employment

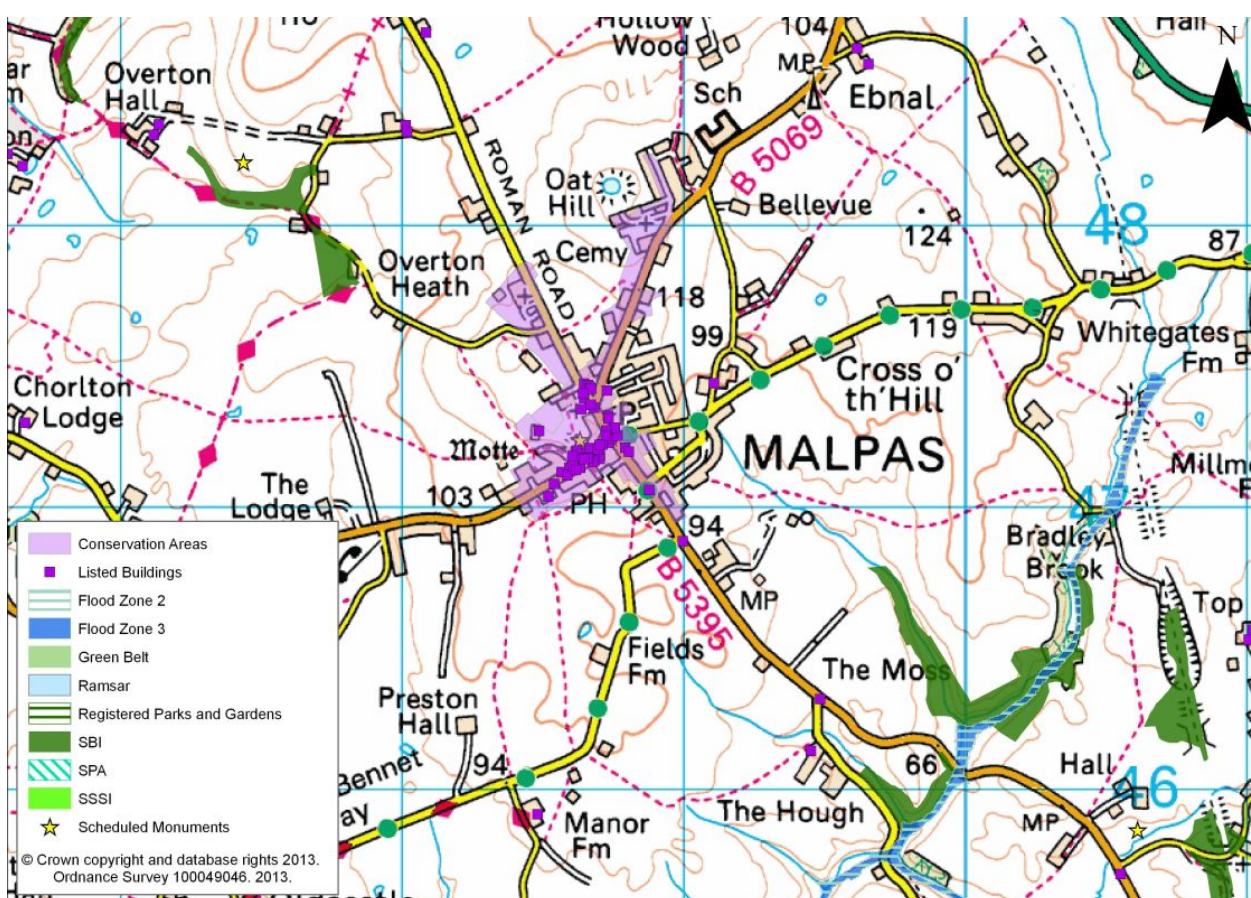
6.6.5 The nearest employment areas to Malpas are detailed in the table below:

Location	Distance (approx. miles)
Hampton Heath Industrial Estate, Hampton	1.5
Wrexham Industrial Estate	11
Whitchurch Business Park	8

Policy and physical constraints

The centre of Malpas has an extensive Conservation Area including a number of heritage assets. There is also a Local Wildlife Site (formerly known as a Site of Biological Importance) which is situated to the south east of the settlement.

Map 6.12 Malpas physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed. Consideration of the High Street parking issue may be required.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education ⁽¹⁾	<p>Secondary school provision requirement for the equivalent of a one form entry (60 places per year group).</p> <p>Malpas Alport Endowed Primary has sufficient capacity to accommodate growth.</p>	The requirement for additional capacity at Bishop Heber School is being addressed and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to	Nearby primary sub-station has capacity. New circuits may be required to meet demand.

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
	support delivery of future infrastructure will be necessary.	
Gas	Medium pressure gas mains in the immediate vicinity.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	It is anticipated that the Malpas Sewerage Treatment Works will have sufficient capacity to accommodate the proposed levels of growth. Flooding incidences in the sewer network recorded.	
Water Supply⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.6.6 Malpas is the most southerly identified Key Service Centre within the borough and is linked with Whitchurch and Wrexham to the south and west. Malpas is a key service provider for the south of the borough, providing all key services including secondary school, leisure centre a wide range of shops and employment units.

6.6.7 Malpas has two Local Wildlife Sites (formerly known as Sites of Biological Importance) lying to the south east of the settlement. There is a large Conservation Area within the village, two Scheduled Monuments and a large number of Listed Buildings.

6.6.8 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. There is a secondary school provision requirement for the equivalent of a one form entry, however this requirement is being addressed and can be met on site through a combination of public and private sector funding. Malpas Alport Endowed Primary has sufficient capacity to accommodate growth.

6.6.9 As Malpas has access to a wide range of services and facilities, a secondary school and a small employment area, this indicates that it is the key settlement in the south of the borough acting as a rural centre providing higher order services to surrounding villages. 200 dwellings is therefore considered a reasonable level of housing growth for Malpas.

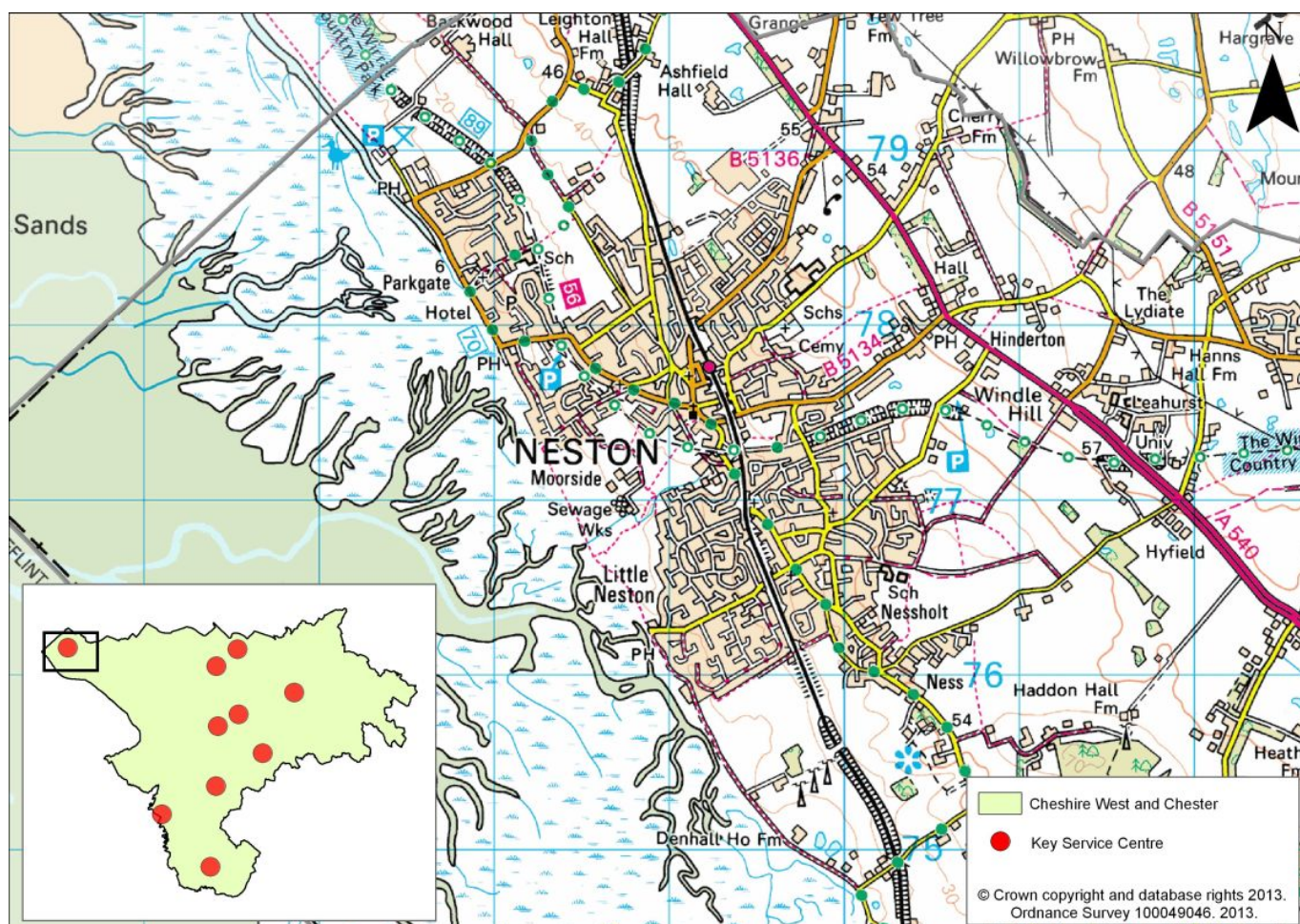
6.7 Neston and Parkgate

6.7.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a three per cent increase over the existing dwelling count.

6.7.2 Table 6.7 provides a list of services and facilities which were identified in Neston and Parkgate at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.7.3 Neston and Parkgate are located in the north west of the borough on the Dee Estuary and have a population of 15,221 ⁽⁷⁾.

Map 6.13 Neston and Parkgate Key Service Centre



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Table 6.7 Neston and Parkgate services and facilities

Service/facility		Comments
Doctor's surgery	√	Neston Medical Centre, Neston Surgery
Pharmacy	√	Cubbins, Boots, Deeside Pharmacy, Galen Pharmacy
Dentist	√	Charmeau & Willasey, Raby Road Dental Practice, Redcliffe
Optician	√	J.A. Allister, Eye Style Opticians Ltd
Library	√	Neston Primary
Place of worship	√	Neston Christian Fellowship/Neston Methodist/Parkgate and Neston United Reformed Church/St Mary's & St Helen Parish Church/St Michael's Church/St Thomas' Church
Community hall	√	Neston Civic Hall / Neston Community and Youth Centre/ Neston Town Hall/ British Legion
Banking facility	√	Barclays / HSBC / Nat West/ Cheshire Building Society
Post office	√	Neston / Little Neston Sub-PO
Public house	√	Brewers Arms, Harp Inn, Malt Shovel, Red Lion, The Boat House, Old Quay, The Ship Hotel, Lady Hamilton, Brown Horse, The Greenland Fishery, The Wheatsheaf Inn, Royal Oak.
Newsagents	√	Martins, Park Stores, Village News
Convenience store	√	Nisa, Spar, Tracey's Food Hall
Butcher	√	The Village Butchers
Baker	√	Deeside Bakery, Gerrard's Confectioners
Greengrocer	√	A & O Discounts
Supermarket	√	Sainsbury's / Iceland / Aldi / Tesco
Comparison goods	√	Incl. Florist / Clothing / Gifts see list below
Café/restaurant/takeaway	√	Café 32, Chinese and Indian Takeaways and Restaurant, Italian Restaurant, Pizza and Kebabs, Marsh Cat Restaurant
Playgroup/nursery	√	Acorn Playgroup, Bramblings, Little Gems, Neston Early Support Centre, Parkgate Pre-School, Oaklands Nursery

Service/facility		Comments
Primary school	√	Neston Primary School, Parkgate Primary School, St Winefride's Catholic Primary
Secondary school	√	Neston High School
College	√	Neston High School Sixth Form
Police station	X	
Fire station	X	
Allotment gardens	√	
Sports facilities	√	Cricket Club / Neston Recreation Centre – swimming pool, sports hall, squash, all weather and grass pitches/ Neston Cricket Club
Play area/park	√	Wirral Country Park

Other observations

- Plumbers/joinery/electrics
- Insurance and financial services
- Estate agents
- ATS car garage
- Accountants
- Photographers
- Printers
- Garden centre
- Hairdressers and beauty salon
- Florist
- Ceramics
- Funeral director/undertakers
- Music shop
- Shoe shop and repairs
- Bookmakers
- Car sales
- Beds, carpets and interiors
- Tattoo parlour
- Petrol station
- Slimming club
- Launderette
- Computer shop
- Co-op Travel
- Ice-cream shop & cafe
- Pet food & accessories
- Taxi

Accessing the local area

Distance to other towns/higher level service centres

6.7.4 The distance from Neston and Parkgate to the main urban areas/higher level service centres are provided in the table below. The nearest large centres to Neston and Parkgate are Heswall to the north (approximately 4 miles) and Ellesmere Port, approximately 9 miles by road.

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Heswall	4	20 minutes	5 minutes	21 minutes	9 minutes
Chester	11	45 minutes	1 hour 4 minutes (includes one change)	1 hour 11 minutes	24 minutes
Ellesmere Port	9	29 minutes	1 hour 43 minutes (includes two changes)	46 minutes	18 minutes
Northwich	32	1 hour 46 minutes (includes one change)	1 hour 51 minutes (includes two changes)	2 hours 53 minutes	48 minutes
Winsford	31	2 hours 21 minutes (includes two changes)	1 hour 58 minutes (includes two changes)	2 hours 44 minutes	46 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

6.7.5 The public transport services operating in Neston and Parkgate are listed below:

Mode of transport	Services
Bus	Route 22: Chester to West Kirby (Mon-Sat, hourly service) Route 272/274: Ellesmere Port to Arrowe Park (Mon-Sat, hourly service) Route 487: Parkgate to Liverpool (Mon-Sat, every 30 mins) Route 23: Chester to Heswall (Mon-Sat, hourly service) Route 24: Chester to West Kirby (Mon-Sat, every 30 mins)

Mode of transport	Services
Train	Neston station: hourly rail service on the Wrexham-Bidston line
Walking/Cycling	Links with Millennium Way and National Cycle Routes 56, 70 and 71

Accessing employment

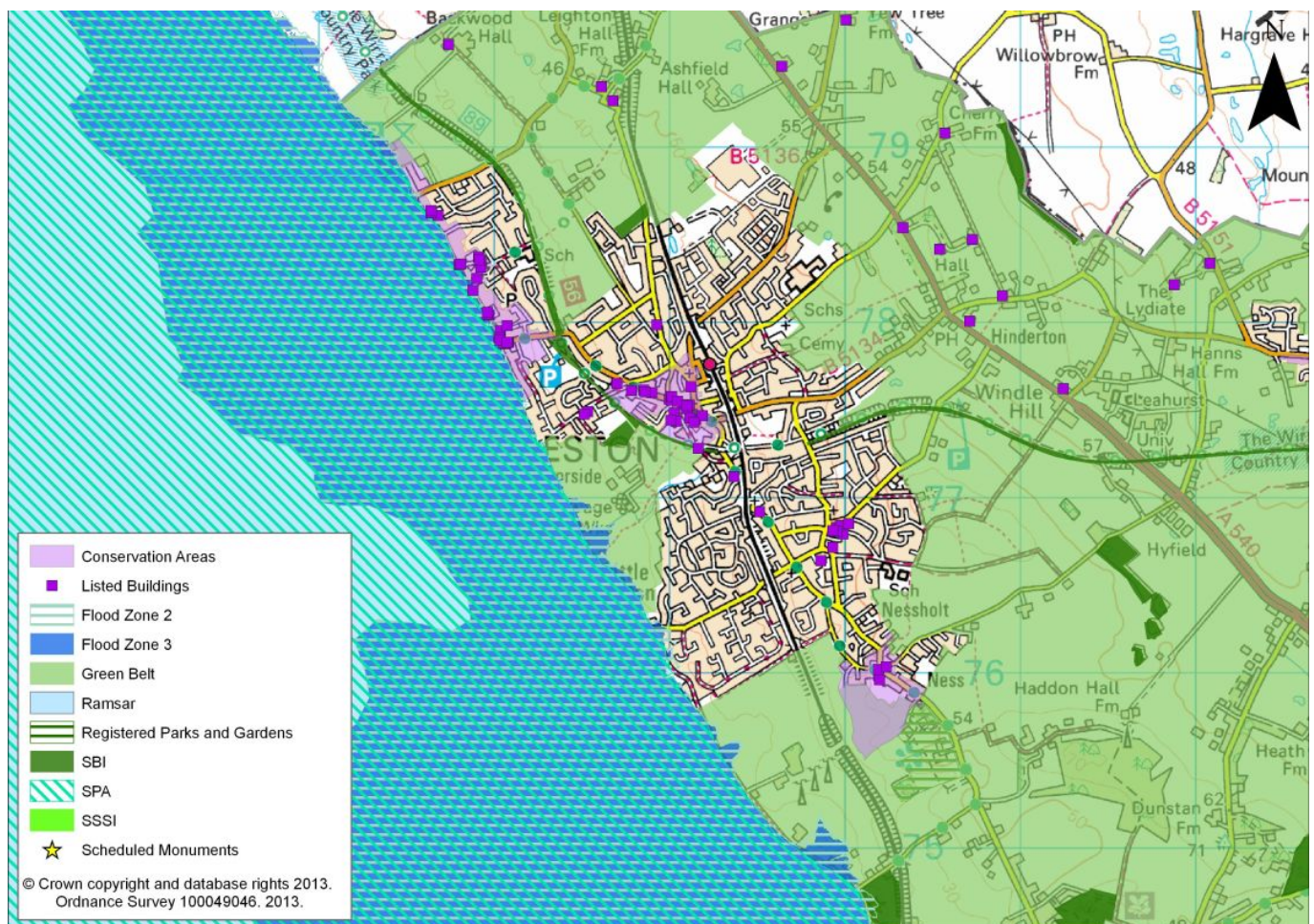
6.7.6 The nearest employment areas to Neston and Parkgate are detailed in the table below:

Location	Distance (approx. miles)
Clayhill Light Industrial Park	1
Oaklands Office Park/The Business Centre, Hooton	4
Stanlow Complex	11
Vauxhall Motors Ltd	7
Cheshire Oaks/Macarthur Glenn Outlet	10
Pioneer Business Park	7
Rossmore Business Village	8

Policy and physical constraints

The settlement area of Neston and Parkgate is bounded by the North Cheshire Green Belt to the north, east and south. There are a number of built environment designations both within the settlement and the wider area, including the Neston, Ness and Parkgate Conservation Areas, a number of Listed Buildings and Ness Botanical Gardens, a registered park and garden. In addition, there are a number of natural environment designations covering parts of the settlement and the immediate surrounding area. These include four Local Wildlife Sites (formerly known as Sites of Biological Importance), a Site of Special Scientific Interest and three International designations which cover the Dee Estuary. High, wind assisted, spring tides in the River Dee have resulted in flooding to small areas adjacent to the estuary marshes at Parkgate and Little Neston. The estuary is within Flood Zone 3a (high probability of flooding) as shown on the map below.

Map 6.14 Neston and Parkgate physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed. There may be the need for local junction improvements dependent on the location of development.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education ⁽¹⁾	The Secondary and Primary Schools within Neston and Parkgate have sufficient capacity to accommodate growth.	
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Gas	Medium pressure gas mains in the immediate vicinity. It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	Neston WwTW is close to capacity and discharge consent. Flooding incidences in the sewer network recorded.	Detailed modelling will investigate whether infrastructure improvements are required.
Water Supply ⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.7.7 Neston and Parkgate and the neighbouring larger villages (Burton, Parkgate and Willaston) have strong cultural and economic links to Wirral and Merseyside. Connectivity with Chester and Ellesmere Port is far more limited. Neston is the largest settlement in the rural area and in many ways does not consider itself to be rural. The settlement area of Neston and Parkgate is bounded by the North Cheshire Green Belt to the north, east and south. There are a number of built environment designations both within the settlement and the wider area, including the Neston, Ness and Parkgate Conservation Areas and a number of Listed Buildings. In addition, there are natural environment designations covering

parts of the settlement and the immediate surrounding area, these include four Local Wildlife Sites (formerly known as Sites of Biological Importance), a Site of Special Scientific Interest and three International designations which cover the Dee Estuary. Parts of the settlement area to the west are located within an area identified as being at risk from flooding.

6.7.8 Neston has a railway station on the line that runs from Wrexham to Bidston (and on to Liverpool). There is only an hourly service to Chester and to Liverpool.

6.7.9 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. Neston WwTW is close to capacity and discharge consent and detailed modelling will investigate whether infrastructure improvements are required, however this is not anticipated to be a barrier to growth.

6.7.10 The Secondary and Primary Schools within Neston and Parkgate have sufficient capacity to accommodate growth. Neston has a good market and range of small, independent shops, however the town centre under performs with leakage of expenditure, largely to the Wirral with very few employment opportunities.

6.7.11 Neston and Parkgate have a good level of access to services, facilities, public transport and key employment areas. Neston and Parkgate are however constrained by areas of flood risk and the Green Belt. It is anticipated that some growth may occur as a result of 'infill' and brownfield development, however there are only limited opportunities for large scale growth. As such, 200 dwellings is considered an appropriate level of additional housing growth.

6.8 Tarporley

6.8.1 Based on the assessment detailed below, a maximum of 300 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 25 per cent increase over the existing dwelling count.

6.8.2 Table 6.8 provides a list of services and facilities which were identified in Tarporley at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.8.3 Tarporley lies to the south east of the borough and has a population of 2,614 ⁽⁸⁾.. It is by-passed by the A51 which links Tarporley to Nantwich in the south and Chester to the north, the A49 links Tarporley to Whitchurch to the south and Warrington to the north.

Map 6.15 Tarporley Key Service Centre

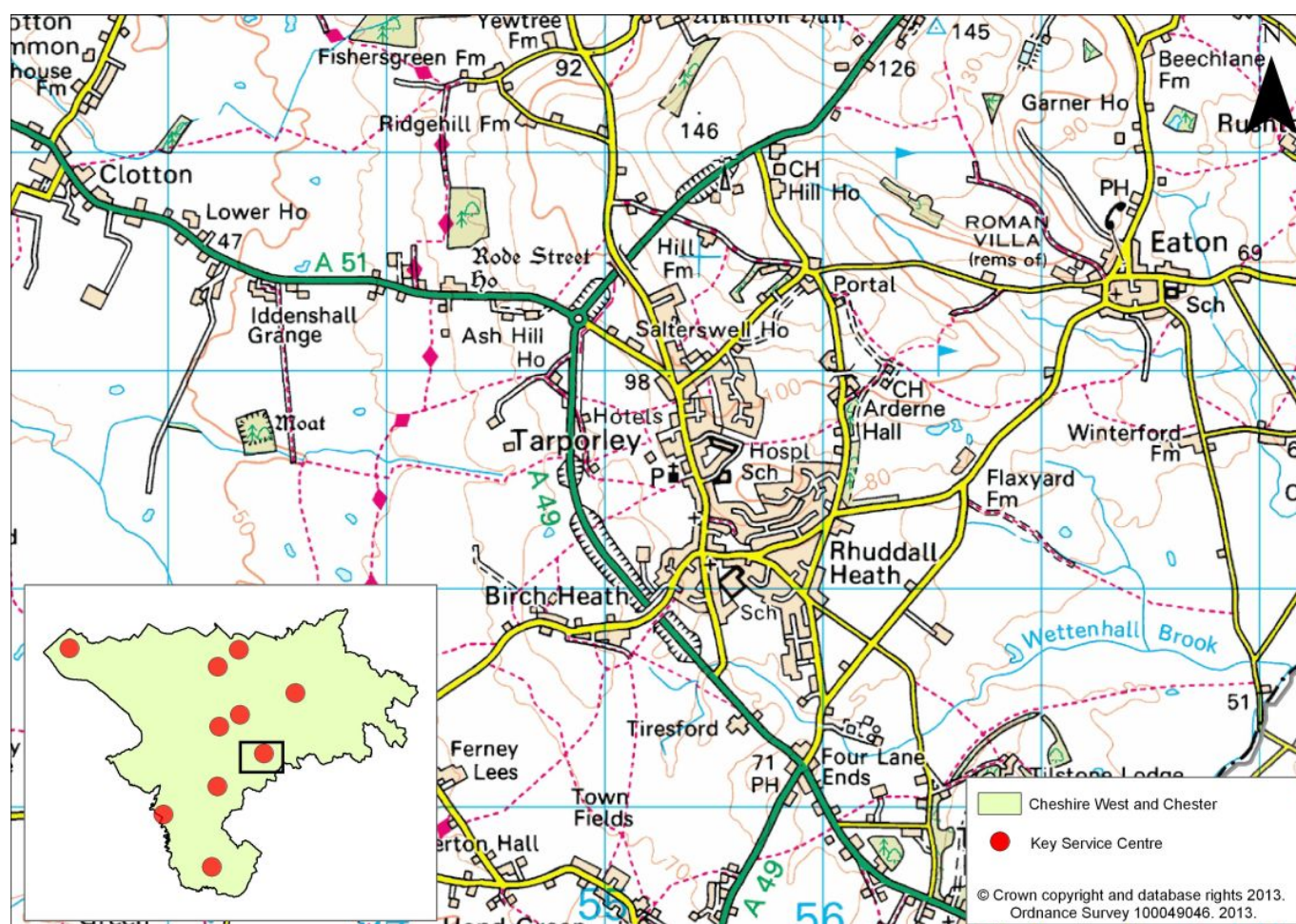


Table 6.8 Tarporley services and facilities

Service/facility		Comments
Doctor's surgery	✓	The Health Centre (includes two surgeries) and Forest Hill Practice
Pharmacy	✓	Rowlands
Dentist	✓	Oaklands Dental Practice
Optician	✓	Wordens and I Wear
Library	✓	Shared with the High School and limited opening hours
Place of worship	✓	St. Helen's Church / Tarporley Baptist and Methodist Church/ St. Thomas Becket, Catholic Church

Service/facility		Comments
Community hall	√	Community Centre/British Legion
Banking facility	√	HSBC/Natwest
Post office	√	High Street with newsagent
Public house	√	Rising Sun / Swan Inn / Crown Hotel/ Foresters Arms
Newsagents	√	
Convenience store	√	Spar, delicatessen
Butcher	√	The Village Butcher
Baker	√	Harrisons
Greengrocer	√	Farm Shop
Supermarket	√	Co-op
Comparison goods	√	Various Clothing Shops, Florist, Electricals (see below)
Café/restaurant/takeaway	√	Asian Restaurant/ Kebab House/ Coffee shops and restaurants (various) / Sandwich Shop, fish and chip shop
Playgroup/nursery	√	Tarporley Done Room Pre-school/ Mother and Toddler Group
Primary school	√	Tarporley C of E Primary
Secondary school	√	Tarporley High School
College	√	Tarporley 6th Form College
Police station	√	Cheshire Rural Policing Scheme
Fire station	√	On call/part time
Allotment gardens	√	
Sports facilities	√	Tennis / Golf / School pitches/Football pitch/Bowling Club
Play area/park	√	Play area to the rear of community centre and children's playground

Other observations

- Shoe shop
- Off licence
- Estate agents
- DIY and garden shop
- Accountants
- Art gallery
- Dry cleaners
- Beauty salon
- Funeral directors
- Vets
- Petrol station
- Book makers
- Interior design shop

Accessing the local area

Distance to other towns/higher level service centres

6.8.4 The distance from Tarporley to the main urban areas/higher level service centres are provided in the table below. The nearest large centres to Tarporley are Chester and Northwich, approximately 11 miles by road.

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time bicycle	Approx travel time by car
Chester	11	28 minutes	N/A	59 minutes	21 minutes
Ellesmere Port	16	1 hour 3 minutes (includes one change)	N/A	1 hour 39 minutes	24 minutes
Northwich	11	1 hour 17 minutes (includes one change)	N/A	1 hour 5 minutes	20 minutes
Winsford	12	1 hour 28 minutes (includes two changes)	N/A	49 minutes	17 minutes
Nantwich	10	2 hours 6 mins	N/A	50 minutes	18 minutes
Crewe	13	1 hour 5 mins	N/A	1 hour 11 mins	24 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

6.8.5 The public transport services operating in Tarporley are listed below:

Mode of transport	Services
Bus	Route 84: Chester to Crewe (via Nantwich) (Mon-Sat, every 30 minutes / Sunday, hourly) C87/88/89: Northwich to Utkinton (Limited journey)
Train	No access to rail service within immediate area
Walking/Cycling	National routes 5 and 45 run to the north and south of Tarporley

Accessing employment

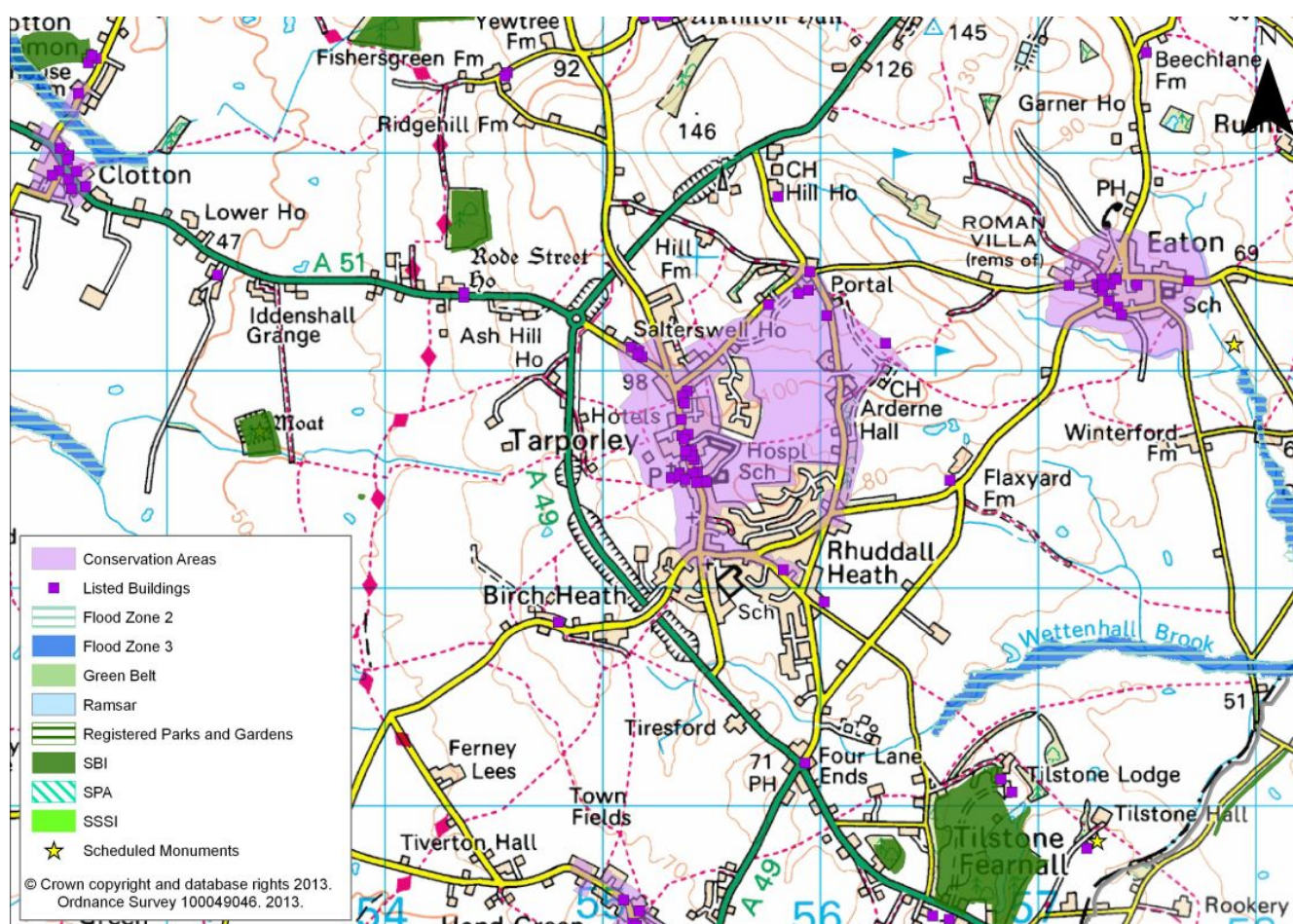
6.8.6 The nearest employment areas to Tarporley are detailed in the table below:

Location	Distance (approx. miles)
Portal Business Park	1
Chowley Oak Business Park	8
Woodford Park Industrial Estate	8
Barbour Square Offices, Tattenhall	6

Policy and physical constraints

Tarporley has an extensive Conservation Area that covers much of the built settlement. There are clusters of Listed Buildings in the north east and south west of the settlement and a concentration of Listed Buildings along High Street. There is an area affected by Flood Zone 2 to the north east of Tarporley, outside of the built envelope of the settlement.

Map 6.16 Tarporley physical and policy constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education⁽¹⁾	<p>Secondary school provision requirement for the equivalent of a 1 form entry (60 places per year group).</p> <p>Tarporley Primary School has a requirement to expand by 1/2 form entry (15 places).</p>	The requirement for additional capacity at both the primary and secondary schools within Tarporley is being addressed and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate and the implementation of policy SOC 6.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	
Gas	Medium pressure gas mains in the immediate vicinity.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	The current level of development proposed to 2015 can be accommodated by the Tarporley Sewerage Treatment Works but further developments proposed beyond 2015 will require increased capacity.	Land is available for extensions to increase the capacity.
Water Supply⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.8.7 Tarporley has an extensive Conservation Area that covers much of the built settlement. There are clusters of Listed Buildings in the north east and the south west of the settlement and a concentration of Listed Buildings along High Street. There is an area affected by Flood Zone 2 to the north east of Tarporley, outside of the built envelope of the settlement.

6.8.8 There are no existing undeveloped employment allocations in Tarporley, however the high street offers a range of retail and businesses to serve local need. Portal Business Park provides existing high quality office accommodation located on the edge of Tarporley. There may therefore be a need for additional small scale industrial workshops to serve local need.

6.8.9 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The sewerage treatment capacity has been identified as constrained, however would not preclude further growth as space is available to increase the capacity at the works if required. The additional capacity requirements at both the primary and secondary schools within Tarporley will be met on site through a combination of public and private sector funding.

6.8.10 Based on the assessment of access to services, a secondary school and a small employment area, it is considered that Tarporley could sustain further growth. 300 units over the Plan period is considered a reasonable level of growth.

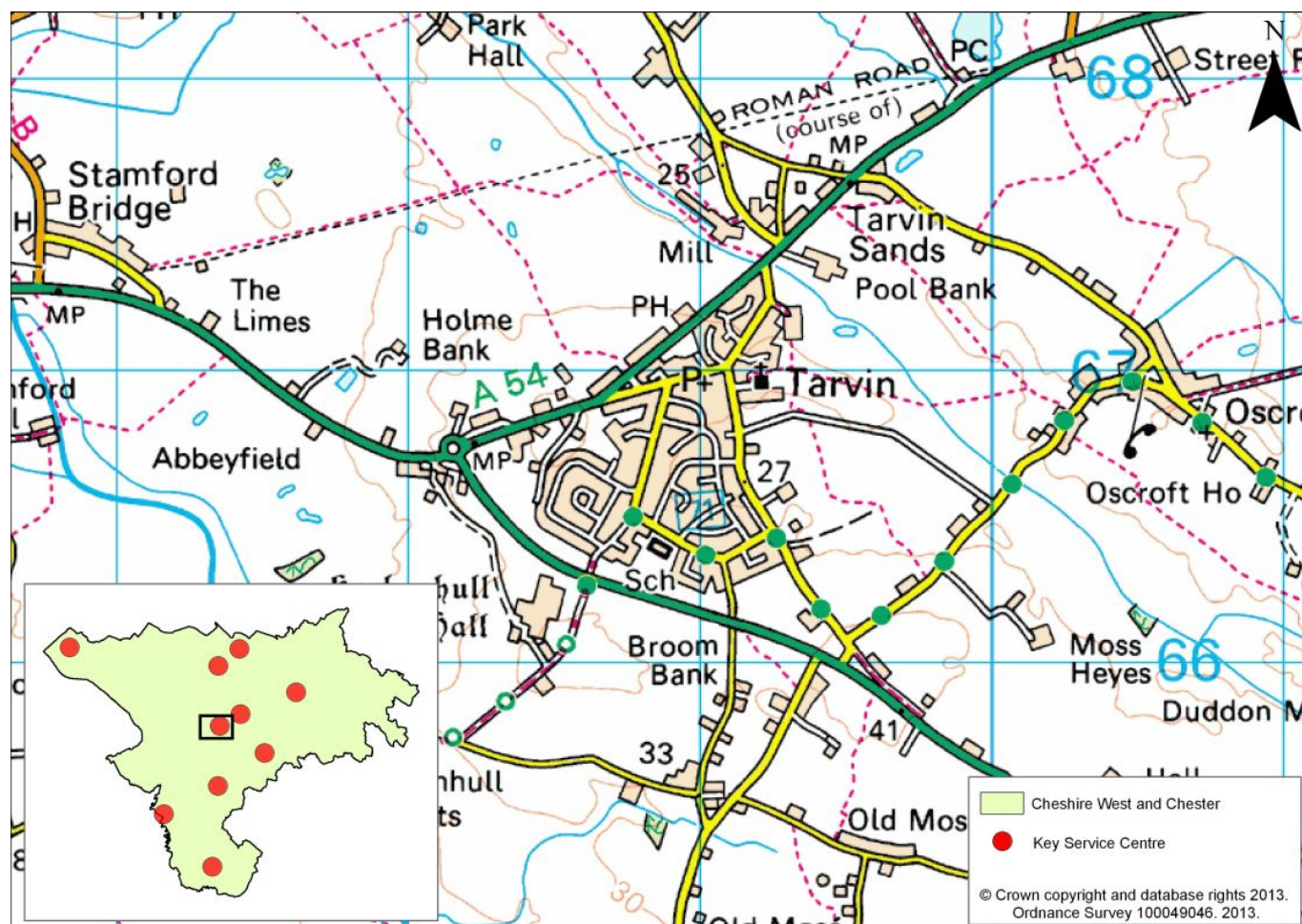
6.9 Tarvin

6.9.1 Based on the assessment detailed below, a maximum of 200 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 17 per cent increase over the existing dwelling count.

6.9.2 Table 6.9 provides a list of services and facilities which were identified in Tarvin at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.9.3 Tarvin is located centrally within the borough off the A54 which links Chester with Northwich and Winsford and has a population of 2,728 ⁽⁹⁾.

Map 6.17 Tarvin Key Service Centre



9 2011 Census Office for National Statistics © Crown copyright 2013. Office for National Statistics licensed under the Open Government Licence v1.0.

84 Cheshire West and Chester Council Key Service Centres Background Paper - Publication Draft
Table 6.9 Tarvin services and facilities

Service/facility		Comments
Doctor's surgery	√	Tarvin Health Centre (shared with Tarporley and Waverton restricted opening hours)
Pharmacy	√	
Dentist	√	Tudor House Dental Surgery
Optician	X	
Library	√	Meadow Close
Place of worship	√	Methodist Church/St Andrew's C of E
Community hall	√	Community Centre and Guides and Scout groups
Banking facility	√	At Greenacre Garage
Post office	√	High Street
Public house	√	George and Dragon/Red Lion/The Gunnery
Newsagents	√	Tarvin News
Convenience store	√	Select Convenience and within Greenacre Garage
Butcher	√	The Sheaf Farm Shop
Baker	X	
Greengrocer	√	The Sheaf Farm Shop
Supermarket	√	Co-operative Food Store
Comparison goods	√	Incl. Clothing / Homewears / Beautician/ Hairdressers/Barbers
Café/restaurant/takeaway	√	Café / Restaurant / Chinese Restaurant / Fish & Chip Shop/Deli/Sandwich Shop
Playgroup/nursery	√	Within primary school, Sure Start Centre, Sunshine Private Day Nursery and mother/toddler groups at Community Centre and church
Primary school	√	Tarvin Primary with Pre-school

Service/facility		Comments
Secondary school	X	Catchment: Tarporley High School
College	X	
Police station	X	
Fire station	X	
Allotment gardens	√	Tarvin Community Allotments
Sports facilities	√	Tennis/Bowling Green/Football
Play area/park	√	The Rec/Tarvin Community Wood

Other observations

- Filling station/two garages/mechanics
- Vets
- Estate agents
- Funeral directors
- Pool Bank Business Park (off the High Street).

Accessing the local area

Distance to other towns/higher level service centres

6.9.4 The distance from Tarvin to the main urban areas/higher level service centres are provided in the table below. The nearest large centre to Tarvin is Chester, approximately 7 miles by road.

Location ⁽¹⁾	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	7	18 minutes	N/A	39 minutes	13 minutes
Ellesmere Port	11	53 minutes (includes one change)	N/A	1 hour 5 minutes	16 minutes
Northwich	12	35 minutes	N/A	1 hour 17 minutes	22 minutes
Winsford	12	1 hour 10 minutes (includes one change)	N/A	1 hour 9 minutes	20 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

6.9.5 The public transport services operating in Tarvin are listed below:

Mode of transport	Services
Bus	No 82: Chester – Nantwich (hourly service) No 84 Chester to Crewe via Nantwich hourly Mon-Sun
Train	N/A
Walking/Cycling	Links to the National Cycle Route 71

Accessing employment

6.9.6 The nearest employment areas to Tarvin are detailed in the table below:

Location	Distance (approx. miles)
Chester West Industrial Estate	8
Sealand Industrial Estate	8

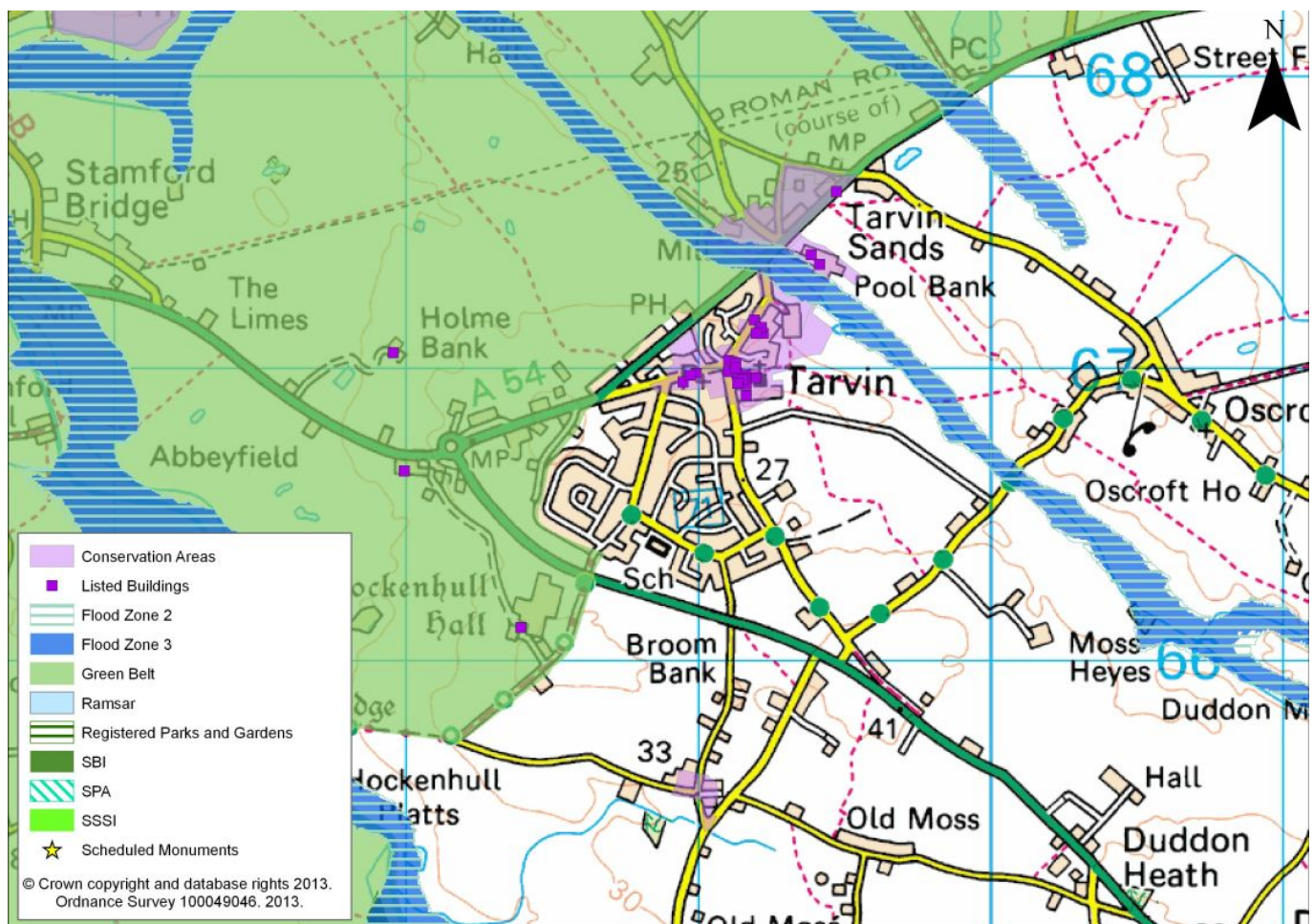
Location	Distance (approx. miles)
Cheshire Oaks / Coliseum Retail Park	9
Chester city centre	7
Chester Enterprise Centre	6
Portal Business Park, Tarporley	7

88 Policy and physical constraints

Tarvin is bound to the north-west by Green Belt designation. There are a number of Listed Buildings concentrated in the north of the settlement.

Areas to the north east of Tarvin are within Flood Zones 2 and 3a (high probability of flooding) as shown on the map below.

Map 6.18 Tarvin policy and physical constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	Overall, it is considered that the network could cope with the level of growth proposed. Issues identified with parking on High Street.	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education⁽¹⁾	Tarvin Primary School has a requirement for the equivalent of two additional classrooms (60 child places)	The requirement for additional capacity at Tarvin Primary School is being addressed and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate and the implementation of policy SOC6.
Waste	Sufficient capacity at waste disposal facilities over the Plan period.	

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	Duddon primary sub-station has sufficient capacity to meet the anticipated growth.
Gas	No specific issues identified.	
Sewerage	There is capacity within the existing Tarvin Sewerage Treatment Works until the end of 2015. Sewer flooding incidences recorded.	Detailed modelling will assess impacts of growth post 2015. Land is available to expand the Sewerage Treatment Works if required.
Water Supply⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.9.7 Tarvin is bound to the north west by Green Belt designation. There are a number of Listed Buildings concentrated in the north of the settlement. Flood Zones 2 and 3 affect an area to the west of Tarvin and also an area to the north west of the settlement.

6.9.8 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. The sewerage treatment capacity has been identified as constrained, however would not preclude further growth as space is available to increase the capacity at the works if required. Tarvin Primary School has a requirement for the equivalent of two further classes. This requirement is already being addressed and can be delivered on site through a combination of public and private sector funding.

6.9.9 Tarvin has a good range of local services with a new convenience store currently in development. Public transport is limited to a bus route to Chester and Nantwich. 200 dwellings are considered a reasonable level of growth over the plan period.

6.10 Tattenhall

6.10.1 Based on the assessment detailed below, a maximum of 250 new dwellings will be accommodated over the Plan period of 2010-2030 which equates to a 26 per cent increase over the existing dwelling count.

6.10.2 Table 6.10 provides a list of services and facilities which were identified in Tattenhall at the time of the survey in August 2012. Where applicable, the settlement assessment has been updated using information provided through the Local Plan Preferred Policy Directions consultation and any updates to on-line sources and evidence base documents.

6.10.3 Tattenhall lies on the Cheshire Plain in the valley between the Sandstone Ridge and the hills of North Wales, and on the watershed separating the Dee and the Mersey and has a population of 2,079 (10)

Map 6.19 Tattenhall Key Service Centre

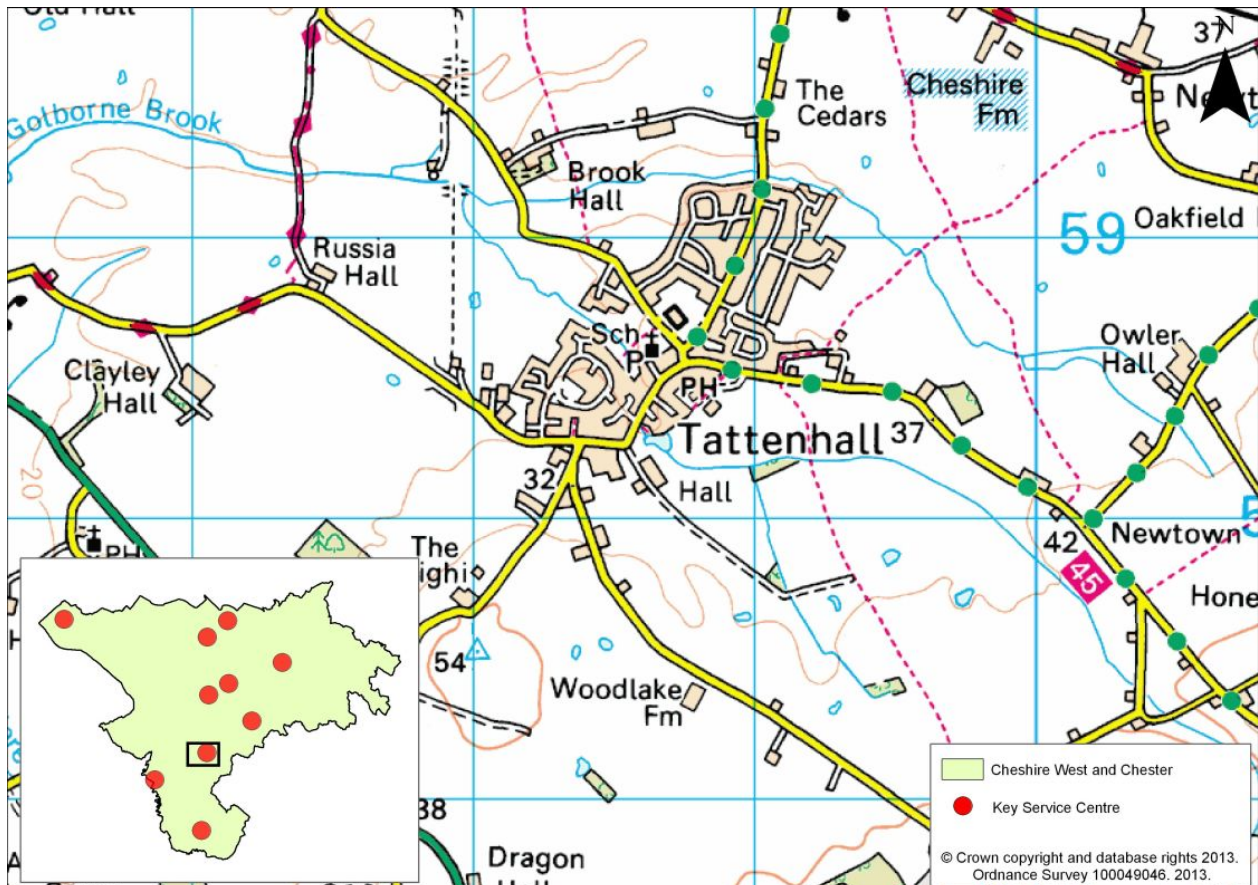


Table 6.10 Tattenhall services and facilities

Service/facility		Comments
Doctor's surgery	√	Tattenhall Medical Practice, Rookery Medical Practice
Pharmacy	√	The Co-operative, Community Pharmacy
Dentist	X	
Optician	X	
Library	√	Park Primary School Tuesday and Friday afternoon only
Place of worship	√	St Alban's Church/All Saints CofE
Community hall	√	Barbour Institute
Banking facility	X	
Post office	√	High Street Tattenhall
Public house	√	Sportsmans Arms, Letters Inn, Mitchells wine bar/brasserie
Newsagents	√	Country Store (Mortons), Tattenhall News
Convenience store	√	Nisa Local
Butcher	√	G.T. Farrell
Baker	X	
Greengrocer	X	
Supermarket	X	
Comparison goods	√	Hair & Beauty Salon, Florist, Farm Shop
Café/restaurant/takeaway	√	Indian and Thai Restaurant, Country Kitchen Café, Manor Farm Shop
Playgroup/nursery	√	Park and Sandstones Pre-School, Sandy Bear's Nursery & Pre-school
Primary school	√	Tattenhall Park Primary
Secondary school	X	

Service/facility		Comments
College	X	
Police station	X	
Fire station	X	
Allotment gardens	X	
Sports facilities	√	Tattenhall Recreation Club
Play area/park	X	

Other observations

- Tattenhall Marina
- Ice Cream Farm
- Candle Factory
- Beaver Scouts and Brownies
- Tattenhall Education Centre
- Old Mill Place Live /Work units
- Lettings agency
- Sport Tattenhall
- Great Bear Distribution
- Solicitors (Dynes)
- Interiors shop
- T & S offices
- Gift shop
- RSK offices
- Flacca Court Elderly Care
- Rowan Marketing
- APM Healthcare
- Vets

Accessing the local area

Distance to other towns/higher level service centres

6.10.4 The distance from Tattenhall to the main urban areas/higher levels service centres are provided in the table below. The nearest large centre to Tattenhall is Chester, approximately nine miles by road.

⁽¹⁾ Location	Distance (approx. miles)	Approx travel time by bus	Approx travel time by train	Approx travel time by bicycle	Approx travel time by car
Chester	9	30 minutes	N/A	59 minutes	17 minutes
Ellesmere Port	15	1 hour 16 minutes (includes two changes)	N/A	1 hour 39 minutes	24 minutes
Northwich	17	1 hour 30 minutes (includes one change)	N/A	1 hour 43 minutes	34 minutes
Winsford	16	2 hours 5 minutes (includes two changes)	N/A	1 hour 28 minutes	30 minutes
Wrexham	13	1 hour 3 minutes (includes one change)	N/A	1 hour 21 minutes	26 minutes
Whitchurch	14	54 minutes	N/A	1 hour 27 minutes	25 minutes

1. Source: Google Maps, Travel Line and National Rail Enquiries

Accessing public transport

6.10.5 The public transport services operating in Tattenhall are listed below:

Mode of transport	Services
Bus	Route 41, 41A and 41B Whitchurch to Chester (Mon-Sun, hourly)
Train	
Walking/Cycling	Links with National Cycle Route 71

Accessing employment

6.10.6 The nearest employment areas to Tattenhall are detailed in the table below:

Location	Distance (approx. miles)
Newton by Tattenhall	2
Portal Business Park	8
Chowley Oak Business Park	2
Barbour Square Offices, Tattenhall	0
Whitchurch Business Park	15
Wrexham Industrial Estate	12

Policy and physical constraints

Tattenhall has an extensive Conservation Area in the centre of the village which includes a number of Listed Buildings. Areas within Tattenhall are within Flood Zone 3a (high probability of flooding). A Local Wildlife Site (formerly known as a Site of Biological Importance) is also identified in the centre of the village shown on the map below:

Map 6.20 Tattenhall policy and physical constraints



Infrastructure capacity

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Transport	<p>Overall, it is considered that the network could cope with the level of growth proposed.</p> <p>There are issues with the High Street and parking and a solution such as public car park would aid with this issue.</p>	Junction/highway/parking improvements would be considered and addressed through any specific planning applications.
Education ⁽¹⁾	Tattenhall Park Primary School has a requirement for the equivalent of two new classrooms (60 child places)	The requirement for additional capacity at Tattenhall Park Primary School is being considered and will be met on site through a combination of public and private sector funding.
Health	The current physical GP infrastructure may need investment to accommodate the growing population numbers and the changing pattern of service delivery. The focus of future delivery of health services is to provide an integrated approach to the provision of primary and community care services and future infrastructure provision will focus on providing integrated resource centres.	The precise details of future service provision are yet to be developed but are likely to require both public and private funding.
Open Space/Playing Pitches/Green Infrastructure	No specific issues identified.	Improvements to open space and recreational facilities will be delivered through developer contributions as appropriate and through the implementation of policy SOC6.

Infrastructure	Issues identified in the Infrastructure Delivery Plan	Delivery Mechanism
Waste	Household Waste Recycling Centre in need of replacement or upgrade. Sufficient capacity at waste disposal facilities over the Plan period.	Sites to be identified in the Local Plan (Part Two) Land Allocations and Detailed Policies Plan.
Electricity	There are no barriers to development in the short term with regard to electricity supply, however effective liaison to support delivery of future infrastructure will be necessary.	Nearby primary sub-station has capacity. New circuits may be required to meet demand.
Gas	Medium pressure gas mains in the immediate vicinity. It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.	It is anticipated that new connections could be made onto the medium pressure networks to supply the anticipated growth.
Sewerage	It is anticipated that the Tattenhall Sewerage Treatment Works will have sufficient capacity to accommodate the proposed growth levels.	
Water Supply ⁽²⁾	No specific issues identified.	
Telecoms	BT Openreach has an obligation to provide a landline to every household in the UK.	

1. Cheshire West and Chester Council has a statutory duty to ensure that there are sufficient high quality school places in the appropriate geographical areas to meet the needs of the local population. Due to the changing landscape of educational provision across the country and the complexity of school place forecasting across the borough, there will need to be regular dialogue between Spatial Planning and Children & Young People's Services to ensure future educational infrastructure needs and costs are embedded and in line with the strategy for housing growth across the borough and the Infrastructure Delivery Plan.
2. The drinking water in Cheshire West and Chester is mainly supplied by United Utilities, with the exception of Chester, which is supplied by Dee Valley Water. United Utilities' Water Resources Management Plan (WRMP) concludes that although there will be more households in their region in the future, the overall demand for drinking water will actually reduce due to increased water efficiency (driven by the Code for Sustainable Homes) and reductions in leakage in the network. This indicates that they do not anticipate a shortage of drinking water across their region in the current 'design horizon' of 2035. Cheshire is located in their 'Integrated Network' Area. The Dee Valley Water's Water Resources

Management Plan concludes that there is sufficient headroom in the current system to cater for all additional housing planned up to 2035.

Summary

6.10.7 Tattenhall has areas of high flood risk to the north and the east of the settlement and a Local Wildlife Site (formerly known as SBI) within the built up area to the west. There is a large Conservation Area with a high concentration of Listed Buildings.

6.10.8 The IDP does not identify any significant constraints to growth in terms of infrastructure capacity. Tattenhall Park Primary School has a requirement for the equivalent of two new classrooms. The additional capacity can be met on site through a combination of public and private sector funding.

6.10.9 Tattenhall has an allocated employment site with scope for further extension at Chowley Oak Business Park. Some development plots remain, however there may be a need for additional small scale industrial workshops to serve local need.

6.10.10 It is considered that due to the presence of the school, a small retail centre and small employment area within Tattenhall, that the village has potential for 250 dwellings as an appropriate level of new housing development.

Accessing Cheshire West and Chester Council information and services

Council information is also available in Audio, Braille, Large Print or other formats. If you would like a copy in a different format, in another language or require a BSL interpreter, please email us at **equalities@cheshirewestandchester.gov.uk**

إذا أردت المعلومات بلغة أخرى أو بطريقة أخرى، نرجو أن تطلب ذلك منا.

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

Pokud byste požadovali informace v jiném jazyce nebo formátu, kontaktujte nás

Jeżeli chcieliby Państwo uzyskać informacje w innym języku lub w innym formacie, prosimy dać nam znać.

ਜੇ ਇਹ ਜਾਣਕਾਰੀ ਤੁਹਾਨੂੰ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ ਚਾਹੀਦੀ, ਤਾਂ ਇਹ ਸਾਥੋਂ ਮੰਗ ਲਵੋ।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

Türkçe bilgi almak istiyorsanız, bize başvurabilirsiniz.

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

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