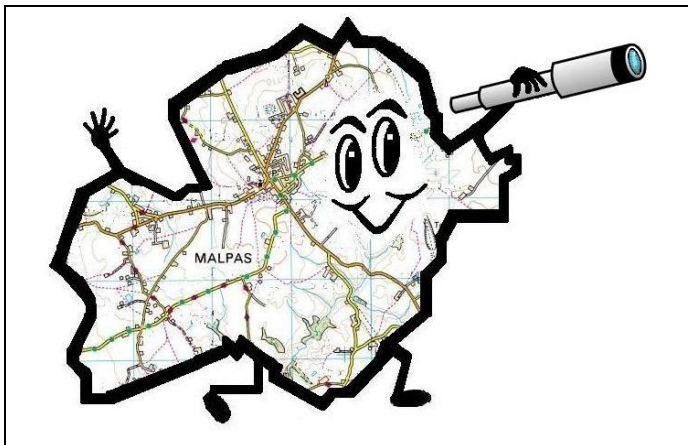

Malpas and Overton Neighbourhood Plan

Consultation Statement



August 2014

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Introduction

This Consultation Statement is a summary of the community consultation that was undertaken when producing the Malpas and Overton Neighbourhood Plan (NP).

This document shows how the requirements of Regulation 14 and 15 of the Neighbourhood Planning (General) Regulations 2012 have been met during the production of the Neighbourhood Plan.

In November 2011 after gaining the support of Malpas Parish Council, a Neighbourhood Plan Steering Group (NPSG), consisting of 12 local residents was formed, and tasked with producing a plan.

From the outset the objective was to produce a Neighbourhood Plan that was for the people of Malpas and Overton by the people of Malpas and Overton. For this reason particular emphasis was placed on “Front-loaded” community consultation to engage as wide a range of local people and interested parties as possible, before any specific proposals were formulated.

To ensure that the views and priorities of the local community could inform the plan right from the beginning, a sub-

committee responsible for all communications was assembled.

The consultation process was designed to ensure that initiatives took place at critical points in the Neighbourhood Plan production process. Decisions needed to be taken that would affect all sections of the community. It was therefore critical that as many people as possible should be engaged in the production process.

An extensive variety of events and communication techniques were employed, including the innovative design of a caricature that represented the NP area (Maxwell). The results were fed back to local people promptly after each consultation exercise.

Despite many early meetings being held in Steering Group members’ houses, it became clear that external finance would be required to produce the NP, so a government grant for £7K was applied for and received.

However, the monetary cost of producing the NP has far surpassed this figure. This is due to the engagement of IBI Taylor Young Planning Consultants, and major expenditure on community engagement activities, which were seen as essential to maximise the input by local residents and to judge the village mood as the work progressed.

In 2013 a community fundraising appeal was made and this brought in over £9,100, which made a huge contribution to the fund and enabled the NPSG to complete its work and ensure that we had the support of our planning consultancy during the whole production process.

At the start the Neighbourhood Plan Steering Group undertook a branding exercise and created the “Maxwell” caricature, which would act as a mascot for the NP.

Maxwell was created from the outline of Malpas Parish when drawn on a map. He has appeared on all publications, which has included the Neighbourhood Plan website, the Face Book site, the Parish News (in 16 editions) and on posters. These publications were used throughout the process to keep people informed of our progress. Every opportunity was given to enable members of the community to seek more information or ask further questions should they wish to do so. In addition to this, regular updates on progress were given at monthly Parish Council Meetings.

Our work was supported and guided throughout by IBI Taylor Young, our Planning Consultants. We liaised with them throughout the production stages of the NP. Their support and guidance proved to be essential. This provided us with an additional and wider perspective form of consultation, and ensured that we were working effectively and that we

remained focused upon the essential issues.

We would not have achieved a draft NP by early 2014 without the wisdom provided by IBI Taylor Young, specifically, Simon Peake and Jim Fox, our dedicated team.

The consultation initiatives took place at the following stages of the neighbourhood plan production process:-

1. Initial consultation
April - July 2012
2. Vision and Objectives
May 2013
3. Intensive 2 day workshop
September 2013
4. Transport and Travel Workshop
November 2013
5. Draft NP community consultation
Winter/Spring 2013-2014

This Consultation Statement provides a summary of each of the above stages with additional details provided in the appendices.

For the full list of all those who contributed to the consultation process, please see Appendices 1, 2 and 3.



1. Initial Consultation



Objective

This was the first public consultation event on the Neighbourhood Plan for Malpas and Overton. The aim was to introduce the idea of a neighbourhood plan to the residents and to identify their issues, concerns and hopes and aspirations for the future. It was decided by the Steering Group that the feedback would be used to draft a vision and objectives document.

Who was consulted?

The official consultation period was from 23rd April until 14th May 2012. Malpas has been designated as a key service centre by Cheshire West and Chester Council, (CWaC) because of its role in providing services and facilities to the surrounding villages and hamlets. The aim of this initial consultation was therefore to engage as many people as possible and not just those who live in Malpas and Overton Villages.

How were they consulted?

A Face Book page was created to raise awareness and the Steering Group visited over 25 local clubs and societies during May and June 2012. (See Appendix 4 for the list of societies visited). A questionnaire/leaflet was distributed to every house within the neighbourhood plan area (Appendix 5). It was then decided to extend the consultation period to include the Malpas 2012 Queens Diamond Jubilee Celebration Event on Monday 4th June. This took the form of a stall at the Fete to allow as many people as possible to express their views on this important matter. On the day 50 people visited the stall and became engaged in the process.

The consultation results

In all there were 91 written responses to this consultation.

The overall conclusions from the consultation process are summarised below. The list indicates the most popular responses first and the least

popular at the bottom. The list only shows the most significant responses. For a complete list of all the responses see Appendix 6.

1. The main things people liked about living in Malpas

- Plenty of services and amenities
- Friendly place to live
- Good community spirit
- Like the village as it is
- The rural aspect of the area with good walking opportunities
- Peaceful
- Good choice of clubs and societies

2. The Main things people didn't like about living in Malpas

- Traffic congestion
- Inconsiderate parking
- Idea of more housing
- Speeding traffic
- Empty shops/buildings
- Lack of children's play areas

3. The main things that they thought were lacking in Malpas

- Lack of car parks and car parking spaces
- Family friendly gastro pub
- Needs better children's play areas
- More facilities for young people
- More yellow lines to stop inconsiderate parking
- Heritage trail

- Benches at the Recreation Ground

4. How the people of Malpas and Overton would like to see the village evolve

- People would like slow managed evolution as has historically happened in the past.
- More car parking
- No big housing estates
- More traffic control
- More small businesses
- More open green spaces
- Gastro Pub

How the issues and concerns were responded to

The results were published on the Malpas Neighbourhood Plan web site. (www.malpasplan.co.uk) On 13th October 2012 an open exhibition was held in the Jubilee Hall, Malpas, displaying the results of the IBI Taylor Young Character Study of ten areas of Malpas. 60 local people attended the event. At the exhibition, people's views were canvassed in a formal manor, to assess the village mood.

This event generated a lot of local concern and proved to have a significant impact on the design of the Neighbourhood Plan.

As a result of all these consultations a draft vision and objectives document was produced.

2. Second Consultation -

Vision and Objectives stage

Objective

The Neighbourhood Plan Steering Group led a Vision and Objectives consultation exercise with the local community in May 2013. This exercise was aimed at identifying the issues that local people considered most important and to seek their views on potential policies and aspirations. This was the second public consultation event on the Neighbourhood Plan for Malpas and Overton. The dates were 11th, 12th, and 15th November.

Who was consulted and how?

The aim was to engage as many people as possible who live in Malpas and Overton Villages, so a questionnaire booklet covering the draft Vision and Objectives was delivered to each of the 815 homes in the Parishes. (See

Appendix 7) Questions were asked on 35 proposals, structured around seven themes. These were later re-aligned to six themes as documented in the draft Neighbourhood Plan.

The consultation results

In total, 152 people responded to the consultation and returned completed questionnaires. The overall conclusions from the consultation process are summarised below. A full detailed breakdown of results to the various questions can be found in Appendix 8.

It is important to note that there were a small number of comments in opposition to the proposals made in the Vision and Objectives document. A small minority was opposed to any growth in housing at all. An even smaller number of individuals favoured eliminating restrictions of any sort, encouraging developers to build very large estates in Malpas with no limits on building numbers.

The majority of people who responded supported the concepts of:

Homes for all

- Each new residential development should be restricted to a maximum number of dwellings.
- Developments should help broaden the choice of available housing options including the provision of housing that local people can afford.

- Developments should seek to address the housing requirement of local residents, and should include bungalow accommodation.
- New affordable housing should reflect a balanced choice in terms of rental and purchase options.

Protecting the built environment and Rural Character

- New residential developments should closely reflect the design of adjacent buildings.
- New residential developments should be built at density levels per hectare that retain and reflect the village character.
- New residential developments should protect and enhance the features and aspects of the conservation area, and any listed or historical buildings or other assets.
- Any new individual building should be designed to best reflect the character of the village in terms of style, scale and size.
- Design should take account of the scale and layout of the village and respect local character, reinforcing a strong sense of place.

Services and Facilities

- Malpas as a 'hub' for the local and wider community should be maintained and strengthened

through the promotion of the retail outlets and tourist aspects of the area.

- Developers should be required to make a substantial contribution to how facilities and services can be enhanced to accommodate the growth of the population in Malpas and the surrounding Parishes.
- Development plans should take account of the need for sufficient quality educational provision that caters for the whole community from pre-school to adult learner.
- Developments should support or enhance existing health and welfare Services, or provide additional services where there is a need.
- Building development should contribute to the availability of leisure facilities including indoor, outdoor and open spaces.
- New developments should fully meet the impacts created through investment in local infrastructure where necessary including footpaths, parking, sewerage, surface water and drainage.

Protecting our Natural Environment

- New developments should enhance, maintain or create new green space and wildlife corridors in the Parishes.

- Boundary features within any new development should respect local tradition, materials, mixed hedgerows and other indigenous species.
- Routes suitable to be designated as Local Green Space that preserve the rural 'feel' of the area and provide safe travel opportunities for pedestrians, cyclists, horse riders and motorised transport should be identified and sign-posted.
- New development should increase opportunities for carbon reduction by the promotion of green industries, green energy sources and sustainable transport choices.
- New developments should incorporate the use of Cheshire native species in hedgerows, trees and other soft landscaping materials.

Supporting the Local Economy

- Building development should not only focus on the provision of new homes but should also provide new business and retail opportunities.
- The Parish Council should lead on work with CWaC and appropriate infrastructure providers and developers to deliver high speed broadband at the earliest opportunity.

- Development of the built environment should promote growth of the economy through the retention and expansion of retail premises.
- Each new residential development should provide home office working capability.
- Development and /or change of use or extension to existing buildings should allow for the promotion of retail and tourism opportunities.

Communication and Transport

- New development should demonstrate how it will improve safe and enjoyable travel to all services and community facilities by cyclists and pedestrians.
- Developers should ensure there is off road car parking for all new housing, including car parking for disabled drivers. The suggested minimum is two spaces per dwelling.
- New housing developments should be required to create opportunities for alternative transport and travel methods to reduce reliance on the motor car.
- Development should assess and address the impact of additional traffic—pedestrians, cyclists, road safety, parking, and congestion — and take steps to minimise the impact.
- New developments should provide link roads and car parking to

reduce congestion in the centre of the village.

consultation with the community and stakeholders.

Our Place in the Landscape

- New developments should protect the key scenic and distinctive views into and out of the village and minimise the visual impact on the landscape.
- New development should protect and retain the views identified in The Malpas Village Design Statement (2010) produced by Malpas Parish Council.
- Proposals for new homes should be supported within or immediately adjacent to the built up area of the village, particularly the brown-field sites.
- New developments should protect and enhance the character, local distinctiveness, and accessibility of the landscape, including green and open spaces.
- All new building development should use Cheshire native species in hedgerows, trees and other soft landscaping.



How the issues and concerns were responded to

The results were analysed and used to enable further work by the Neighbourhood Plan Steering Group to formulate initial draft policies. These draft policies then went out to further

3. Intensive Workshop

Neighbourhood Plan Workshop – September 2013

Facilitated by: Simon Peake and Jim Fox, IBI Taylor Young, Consultants to the Malpas and Overton NP Steering Group

Objectives of the Workshop

The Malpas and Overton Neighbourhood Plan Steering Group commissioned IBI Taylor Young to facilitate a two day workshop on 16th and 17th September 2013. This was intended as a key stage in developing the overall structure of the NP. The aims of the workshop were

- To accelerate the plan-making process and raise wider awareness of the content
- To build consensus and sense of ownership of those individuals attending (Steering Group members for the most part)
- To identify and agree the basis of policies

Who participated or contributed to the Workshop?

Those who took part included members of the Steering Group (local residents, Parish Councillors, representatives of adjoining neighbourhood forums and parishes) and other key stakeholders such as key officers from Cheshire West

and Chester Borough Council. There were 15 delegates on day one and 16 on day two, with two main facilitators and several specialist consultants. Specialists were brought in to assist on specific areas such as Transport, Communications, and Landscape. For a full list of those who participated in the Workshop, please see Appendix 9. The workshop methodology was to review options based on the consultation feedback received from the proposals in the 7 themes identified in Vision and Objectives document.

This review took the form of exercises and discussions to fully explore each of the options.

The outcome of each exercise was consensus from the attendees on a preferred option for each element. These were the key outputs from the Workshop, which then informed the preparation of the first draft version of the Neighbourhood Plan. Please refer to Appendix 10 for a comprehensive summary of the workshop process.

What were the results of the Workshop?

The participants discussed a wide range of topics, including how to fulfil the agreed vision for the Parishes. In the discussions over two full days, participants explored and analysed issues, aspirations and parameters covering the 7 themed areas as identified in the Vision and Objectives document. The outcome informed the drafting of a set of policies covering:
Homes for All

The Built Environment and Rural Character
Services and Facilities
Protecting our Natural Environment
Supporting the Local Economy
Communication and Transport
Our Place in the Landscape
These themes were condensed and renamed into the six themes as documented in the Draft NP.

The workshop fulfilled its objective, accelerating the plan-making process and establishing consensus and ownership of the Plan by participants. Outcomes were then used to form the basis of policy content and additionally, the Workshops assisted the Steering Group in identifying a series of local priorities and aspirations to contribute to the NP context in the future.

Next steps to implement the findings of the workshops

A number of steps were identified for completion by the Steering Group:

- Completing the drafting of the annotated vision and objectives including identification of reference material
- Drafting the policy sections
- Updating and expanding the Parish Council's Housing Needs Survey
- Reviewing the content of Character Buildings section
- Formulating a 'wish list' of community facilities improvements (evidence of need required)

- Reviewing and completing The Evidence Base Document to support all policies
- Continue the action of wider consultation, and the provision of evidence of this, through Consultation Statement
- Collate a list of non-NP but important actions for the future of the Parishes
- Arrange a follow up Transport Workshop

4. Transport & Access Review Workshop – November 2013

Facilitated by: Michael Kitching, SK Transport Planning Limited

Objectives of the Workshop

The Malpas and Overton Neighbourhood Plan Steering Group commissioned SK Transport Planning Limited to facilitate a one day workshop on 21st November 2013. This was key first step in developing a comprehensive village travel plan that was aimed at addressing the poor public transport facilities that existed in Malpas and the surrounding areas.

- To develop draft policies for the Transport and Communication Section of the NP
- To gather baseline data from which to determine actions required to address shortfalls
- To build consensus of issues and establish options for improvements

Who participated or contributed to the Workshop?

Those who took part included members of the Steering Group (local residents, Parish Councillors, representatives of adjoining neighbourhood forums and parishes) and other key stakeholders

such as key officers from Cheshire West and Chester Borough Council.

There were 12 delegates on the day. Relative areas of interest covered included Walking and Cycle Access, Public Transport Services, On and Off Street Parking, Highway Safety issues, and the rural Highway Network.

The workshop methodology was to undertake a desktop review and correlate the data gathered by the delegates.

A follow on exercise saw delegates walking the village to observe and photograph the “live” situation noting the positive and negative elements of the transport scene.

Delegates then returned to their desks to further amend the data already captured.

What were the results of the Workshop?

The output of the workshop was the production of a comprehensive Transport and Access review (see Appendix 11) that informed the policies the Transport and Communication section of the NP.

This data will also form the basis for the completion of an integrated village travel plan as identified in policy TC1 of the Neighbourhood Plan.



Note

TC4 as identified in the Transport and Access Review was subsequently removed from the NP on majority consensus of Steering Group members deeming that it would attract and limit development to a particular area of the village.

5 Draft NP Community Consultation

In December 2013 the final community DRAFT Neighbourhood Plan was completed. The key points and policies of this 80 page document were condensed into an A5 leaflet. The last page of the leaflet was a feedback form (see Appendix 12 for this). The leaflet was distributed to every one of the households in the Malpas and Overton Parishes, and hard copies of the complete draft were placed in strategic locations around the village, such as the Doctor's Surgery and the Bishop Heber Community Library. The draft was made available on the village website (www.malpasplan.co.uk) and the availability of the full document was heralded in the Parish News (February 2014). This consultation covered the statutory six week consultation period, from 6th January to 23rd February 2014.

Objectives of the initiative

The objectives of this final community consultation were clear - to ensure that the final version of the NP reflected the views of the majority of the residents of the parishes, from housing and local infrastructure to facilities and services.

Who was consulted on the Draft NP?

The consultation was designed to offer all local residents – and those with an interest in the life of the village, such as people who work in the village or come to Malpas to use its services, to have an opportunity to register comments on the NP.

In addition a number of statutory bodies and individuals were consulted on the Draft NP.

How were they consulted?

The statutory bodies and individuals who made financial contributions to the project were emailed copies of the Draft NP.

There were 'drop in sessions' at the Jubilee Hall, on three dates in early 2014 – Friday evening 24th January, 1st February, at the Parish Council Surgery, 15th February at the Farmer's Market, and at the Malpas Sports Club on 22nd February. The Plan was also discussed at Parish Council meetings.

The consultation results

In all there were 45 responses to the range of consultation initiatives.

How the issues and concerns were responded to?

The feedback comments on the Draft have been analysed and considered by the Steering Group, and amendments made where they were suitable and in keeping with the established and agreed parameters. (See appendix 13 for the change request log, which included the website responses and listed the changes that were implemented).

Next steps required to implement the findings of the consultation

The revised draft will go forward to CWaC for their consultation period. Throughout the production process there has been ongoing consultation with CWaC Officers, specifically support from the Spatial Planning Team in the Planning Office of CWaC. Please see Appendix 14 for a running tally of the communication between the NP Steering Group and Officers of CWaC Planning Division.

Timing

Once the Tattenhall NP was passed and became a legal document, and part of the CWaC emerging Local Plan, there appeared to be merit in completing the Malpas and Overton NP as well, without delay.

This Consultation Statement and the supporting consultation reports are considered to comply with section 15(2) of part 5 of the 2012 Neighbourhood Planning Regulation.

Throughout the Neighbourhood Planning process the Steering Group sought the views of the residents of Malpas and Overton and those whose lives and livelihood bring them to the Parishes. We were pleased by the level of participation, from start to finish, and how community engagement was the cornerstone of the Neighbourhood Plan. The vision which the community crafted is this:

Malpas will be a thriving, sustainable, small market village that offers a comprehensive range of shops, services and facilities supported by a robust infrastructure and employment opportunities which cater for the needs of all our residents. The special character of Malpas and the surrounding countryside will be protected and celebrated, making the area an attractive place to live, work and to visit.

Through a continuing community consultation process the Neighbourhood Plan was assembled with the energy and intelligent contributions of local people.

One final and significant point is that, throughout the process of building the

Neighbourhood Plan and collecting the views of local people, we have presented our drafts and work in progress to any land owner, land agent or developer who was considering the option of building new homes in Malpas and Overton.

Without exception, their submitted plans did take on board, to a greater or lesser degree, the wishes as expressed in the developing NP.

In fact several landowners have made important amendments to their plans in order to satisfy the wishes of local people.

This is evidence that the NP is already having an impact on the community, even prior to the forthcoming referendum.

Appendices

1. List of Statutory Consultees
2. List of Councils Consulted
3. List of individuals Consulted
4. List of Societies visited
5. Initial Maxwell Questionnaire
6. Responses to Maxwell leaflet
7. Vision & Objectives booklet
8. Responses to V&O booklet
9. List of Workshop attendees
10. Workshop Summary document
11. Transport and Access Review
12. Draft Neighbourhood Plan Leaflet
13. Change Request Log
14. Communications with CWaC

External consultees					
Organisation	Name	Email address	Address	E-Mailed	Response received?
Canal and River Trust		richard.newton@canalrivertrust.org.uk ; alison.truman@canalrivertrust.org.uk		29-Jan	Yes - No issues
Cheshire Community Action		sarah.baron@cheshireaction.org.uk		29-Jan	Yes
Cheshire East Council		planning@cheshireeast.gov.uk ; thomas.evans@cheshireeast.gov.uk		29-Jan	
Cheshire Wildlife Trust		cdriver@cheshirewt.org.uk	Chris Driver, Planning Officer, Cheshire Wildlife Trust, Bickley Hall Farm, Malpas, SY14 8EF	29-Jan	
Coal Authority		planningconsultation@coal.gov.uk		29-Jan	
Electricity providers		steven.edwards@sppowersystems.com	National Power PLC, Sudbury House, 15 Newgate Street, London	29-Jan	
Electronic communications network operators		info@ukmoa.org		29-Jan	
English Heritage		northwest@english-heritage.org.uk Emily.Hrycan@english-heritage.org.uk		29-Jan	Yes - issues raised
Environment Agency	Steve Gill who is now the EA lead	Passed on		29-Jan	
Environment Agency	Stephen Sayce	stephen.sayce@environment-agency.gov.uk		29-Jan	
Fire service		john.salt@cheshirefire.gov.uk			
Gas providers		customerservice@britishgas.co.uk	British Gas (North West), Engineering Dept, Welman House, Altrincham, Cheshire, WA15 8A	02-Feb	Yes - No issues
Highways Agency		spatialplanningnw@highways.gsi.gov.uk ; dave.clark@highways.gsi.gov.uk	dave.clark@highways.gsi.gov.uk	29-Jan	Yes - No issues
Highways Agency	Simon Clarke	Simon.Clarke@highways.gsi.gov.uk		29-Jan	Yes - No issues
Homes and Communities Agency		mail@homesandcommunities.co.uk		29-Jan	
Marine Management Organisation		info@marinemanagement.org.uk		29-Jan	Yes - No issues
Natural England		consultations@naturalengland.org.uk		29-Jan	
Network Rail		townplanning.lnw@networkrail.co.uk		29-Jan	
PCT		alisonlee2@nhs.net ; nhsvaleroyal.ccg@nhs.net ;		29-Jan	
Police		andy.williams@cheshire.pnn.police.uk			
Water / sewerage undertakers		david.sherratt@uuplc.co.uk ; morgan.thomas@deevalleygroup.com ; developer.services@dwrcymru.com		29-Jan	Yes - No issues
Water / sewerage undertakers - United Utilities		david.sherratt@uuplc.co.uk ;		29-Jan	
Water / sewerage undertakers Welsh Water		developer.services@dwrcymru.com Dewi.Griffiths@dwrcymru.com		29-Jan	Yes - No issues

Neighbouring Parish Councils				
Parish Council	Clerk / contact name	Email address	E-Mailed	Response
Bickley	Ann Wright	clerk@nomansheathparish.co.uk	29-Jan	
Bradley.	Mike Wise	mike@dwise.co.uk	29-Jan	
Broxton and District	Richard Salmon	richard@offroading.net		
Chorlton	Noel Cornforth			
Cuddington	Ms Karen Naughton	Karentonge@btinternet.com	29-Jan	
Edge	Ann Wright	clerk@nomansheathparish.co.uk	29-Jan	
Hampton	Ann Wright	clerk@nomansheathparish.co.uk	29-Jan	
Larkton	Ann Wright	clerk@nomansheathparish.co.uk	29-Jan	
Macefen	Mike Wise	mike@dwise.co.uk	29-Jan	
Malpas	Adrian Waddelove	waddeloves@mypostoffice.co.uk	13-Jan	Yes
Malpas	John Webb	johnwebbmalpas@hotmail.co.uk	13-Jan	Yes
Malpas	Sue Griffith	suegriffith26@gmail.com	13-Jan	Yes
Malpas	Chris Whitehurst	chris.whitehurst@btinternet.com	13-Jan	Yes
Malpas	Martin Shackleton	martinshackleton@btinternet.com	13-Jan	Yes
Malpas	Karen Meredith	foxesridge@btopenworld.com	13-Jan	Yes
No Mans Heath & District	Ann Wright	clerk@nomansheathparish.co.uk	29-Jan	
Overton	Tina Barnett	tna@uwclub.net	29-Jan	
Shocklach Oviatt & District	Allison Macchi	allison@shocklach.com	29-Jan	
Threapwood	June Crosby	judecrosby@btinternet.com	29-Jan	
Threapwood	Mike Jenkinson	mikejenkinson23@gmail.com	29-Jan	
Tilston.	Ann Wright		29-Jan	
Tushingham	Mike Wise	mike@dwise.co.uk	29-Jan	
CWaC Ward	Clerk / contact name	Email address	E-Mailed	Response
Tattenhall	Cllr Mike Jones	mike@m-j.me.uk	29-Jan	
Malpas	Cllr Ann Wright	Ann.Wright@cheshirewestandchester.gov.uk	29-Jan	
Farndon	Cllr Howard Greenwood	howard.greenwood@cheshirewestandchester.gov.uk	29-Jan	

Individual consultees					
Organisation	Name	Email address	Address	E-Mailed	Response received?
SatPlan Ltd.	Shaun Taylor	shaun@sat-plan.co.uk		Yes	Yes - Supported but minor amendments
Gladman Developments	John Somers	J.Somers@gladman.co.uk		Yes	Yes - issues raised
Resident	John Dakin	johndakin@waitrose.com		Yes	Yes - issues raised
Resident	Tony Davenport	tonyandchris@hugegroupuk.com		Yes	Yes - No Issues
Resident	Keith Plumb	keith.plumb@integpharma.com		Yes	Yes - issues raised
Resident	Ilene Hoyle		Yes	Yes	Yes
Resident	Jerry Brunning		Yes	Yes	Yes
Resident	Tom Litler		Yes	Yes	Yes
Overton Resident	R A Barnett		Yes		
Overton Resident	M A Barnett		Yes		
Resident	Eric Beak		Yes	Yes	
Resident	Nick Toosey		Yes	Yes	
Young Person Centre	John Pierson		Yes	Yes	Yes
Barlows Electrical	John Barlow		Yes	Yes	
Resident	Lord Daresbury			Yes	
Resident	Anonymous			Yes	Yes
Whitchurch Resident	Carl Lockhart				
Resident	Nink Higgin		Yes	Yes	
Resident	Helen Proudlove		Yes	Yes	

**List of clubs and societies visited
May and June 2012**

Young People

Malpas Brownies

Malpas Guides

Malpas Beavers

Malpas Scouts

Malpas Young Person's Project

Older people

Jubilee Club (subsequently renamed Opal Club)

Senior Citizens Bowling Club

General

Badminton Club

Bowling Club and Social Institute

Biznet

Cricket Club

Malpas Field Club

Malpas Ladies Choir

Malpas Lions Club

Malfest

Recreation Ground Committee

St Oswald's Ladies Group

St Oswald's Mother's Union

Education

Friends of Bishop Heber High School

Bishop Heber High School student council

Alport School PTA

Beeches Pre-school

4. As Malpas grows and develops what additional facilities and services do you think we need?

Please return the questionnaire to any of the boxes in the village where you see a picture of MAXWELL by **4th May 2012** or complete it online at www.malpasnp.co.uk. If you need someone to collect it or have any questions please phone...

Ilene on 01948 861488 or Antony on 01948 861436

John on 01948 861019 or Fiona on 01948 861403

Please complete the following if you wish, all details are for the Neighbourhood Planning process only and will not be passed on to anyone else.

Name

Address

Phone

Email

How many people live in your household?

Over 18 years

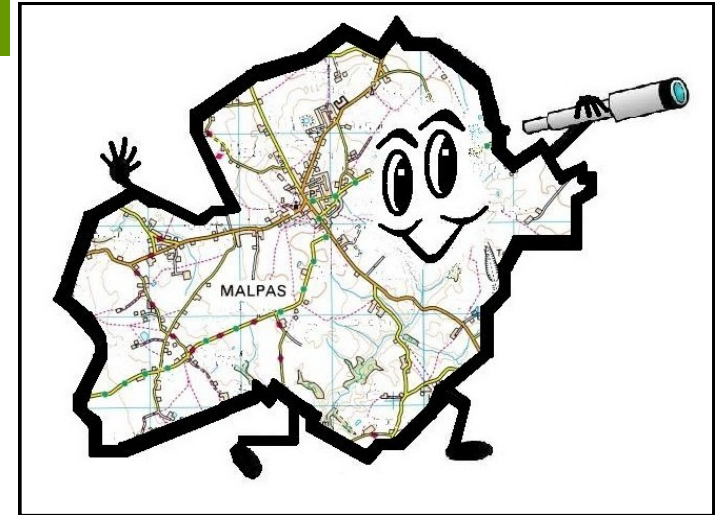
Under 18 years

If you submit your details you may win a prize!

Keep up to date with Maxwell's progress in the monthly Maxwell Messenger page in the parish magazine. Or online at

www.malpasnp.co.uk

Malpas Neighbourhood Plan



**Please help
Maxwell
make
Malpas even
better for us
ALL.**

Maxwell of Malpas

The Neighbourhood Plan is important because it sets out how our village will develop and change over time.



In Malpas, we are creating a
Neighbourhood Plan and a new
Steering Group has been formed.

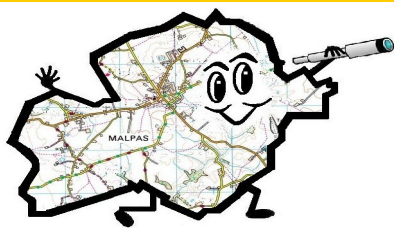
What is a Neighbourhood Plan ? And why do we need one?

The Localism act brings with it changes in planning law that will affect how our village develops.

The best way for local people to influence the development of our village is to produce a Neighbourhood Plan.

Once a Neighbourhood Plan has been agreed, it will determine all future development.

There will be lots of ways for you to become part of the Neighbourhood Planning process and to express your personal wishes for the future of our village.



We would be grateful if you would take a few minutes to fill in and return the attached questionnaire....

GET INVOLVED WITH MAXWELL

1. What do you like about living in the village of Malpas? How can we make our village even better?

2. Is there anything that the village lacks, or that you do not like?

3. How would you like to see the village evolve over the next ten years?

Initial Consultation

What people LIKE about living in Malpas

What people LIKE	How many people said this
Plenty of services and amenities	65
Very friendly	59
A good community spirit	59
Like the village as it is	50
Rural aspect with good walking opportunities	44
very peaceful	41
choice of clubs/activities	36
choice of churches	12
rural views	11
Youth club	9
farmers market	6
schools	6
clean and tidy	5
low crime rate	4
Jubilee Club (OPAL)	4
Free parking	3
Toddler group	1

What people DONT LIKE about living in Malpas

What people DONT LIKE	How many people said this
Bad traffic congestion	43
Inconsiderate parking	43
The idea of more housing	21
Speeding	20
Empty shops/buildings	20
kids play area	19
infrequent and slow buses	9
parking near Bishop Heber High School	7
age of current Parish Council members - too old	6
poor public toilets	5
litter on lanes	5
Weak Parish Council	5
newcomers	4
lack of maintenance of drains	4
HGV's	4
poor pavements	3

What people think Malpas LACKS

What people think Malpas LACKS	How many people said this
Lack of car parking	43
Lack of a Family friendly gastro pub	26
Need a better children's play area	26

Need more facilities for younger people	22
Need more double yellow lines	21
heritage trail/buildings map	16
benches at Recreation ground	16
frequent buses	13
duck pond park with benches	12
tourist information	11
allotments/community gardens	11
fetes and events	9
zebra crossing	8
clean public toilets	8
Footpaths/pavements	8
Awards for best kept shop window	6
rent cap on commercial premises on High St	5
Roundabout near Post Office	4
cinema/flix in stix	4
gift shop	4
Saturday opening of library/independent library	3
astroturf pitch	3

What people would like to see as Malpas EVOLVES

What people would like to see as Malpas EVOLVES	How many people said this
A slow and managed evolution	39
More car parking spaces	34
No big housing estates	33
More traffic control	27
More small businesses	26
green space or park	25
gastro pub	23
better kids play area	23
family friendly pub	19
parking on one side of high street	18
renovate empty shops	18
petrol station	17
affordable housing for local people	15
keep the village feel	13
leave it as it is	12
Ban HGV's unless delivering	12
increase local tourism	12
green activities	12
better community transport	12
shop delivery lorries time controlled	10
hardware store	10
allotments	10
More cycle ways	10
linking access roads	9
retirement housing for local people	8
green grocers	8

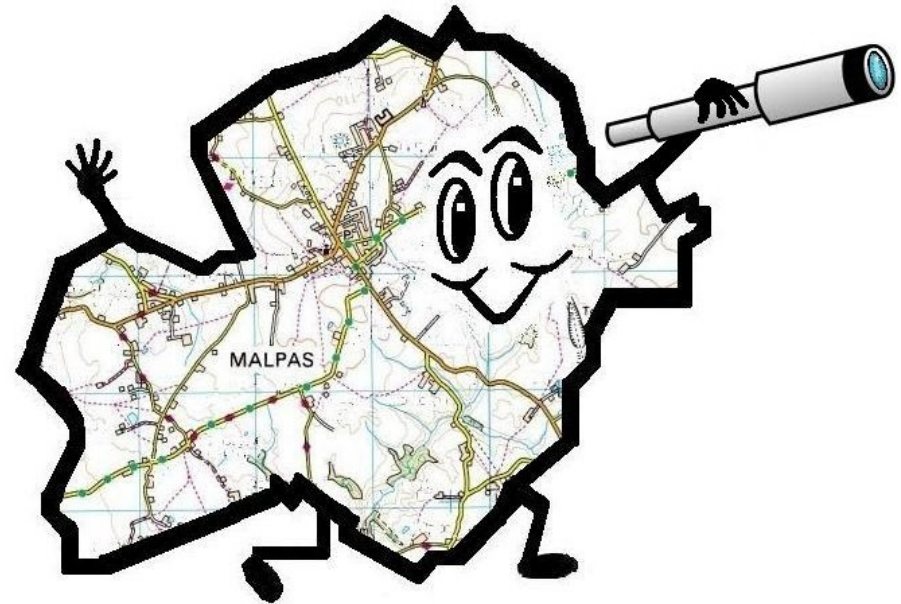
swimming pool	7
Ensure the Post Office and Bank are kept	7
more local produce	6
convert disused railway track into a cycle route to Chester	6
Village pride/improvement of LOOK of village	6
analysis of utilities capacities	6
fish mongers	4
cheese trail	4
more police presence	4
more local jobs needed	4
protection of green areas on boundary	4
health food shop/deli	3
cheese museum	3
railway station	3
reduce speed limits	3
circular path/bridleway around village	3
more activities during school holidays	3
equestrian centre	2
hotel/B+B/guest houses needed	2
more services for aging population	2
implement the Parish Plan 2007	2
more facilities for disabled	2
old fashioned tea room	1
better notice boards	1
better advertising of local events/clubs	1
more rental properties	1
policing of drink driving laws	1
more funding for Churches	1



Malpas and Overton Neighbourhood Plan Vision and Objectives

Your chance to shape the future of our Village.

May 2013

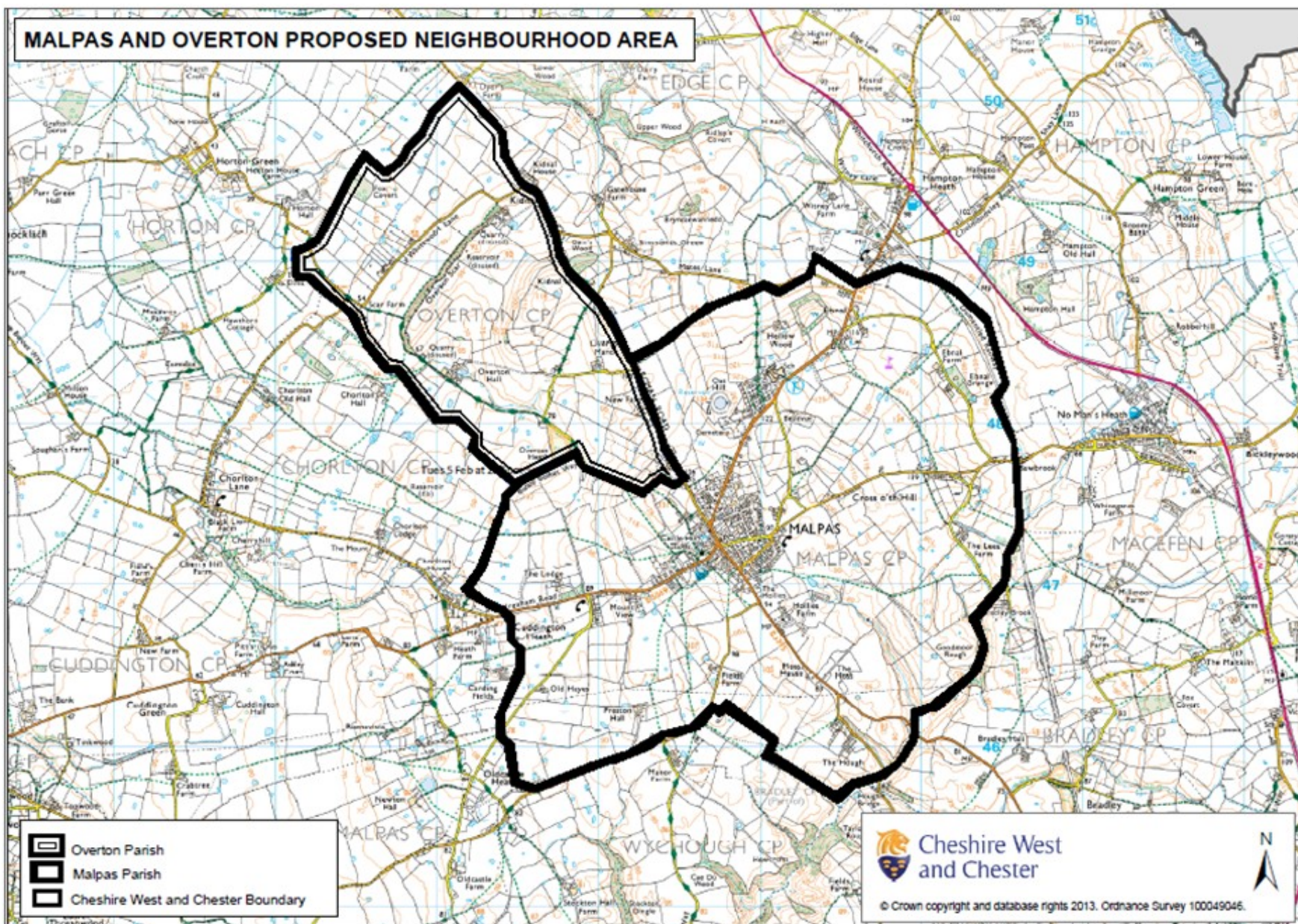


Here are the proposals from Malpas and Overton Neighbourhood Plan Steering Group.

For further information, please contact your local Councillors:

Sue Norwood on 01948 861101 or snorwood@tinyworld.co.uk or John Webb on 01948 861109 or johnwebbmalspas@hotmail.co.uk

Or Chris Whitehurst on 01948 860333 or chris.whitehurst@btinternet.com

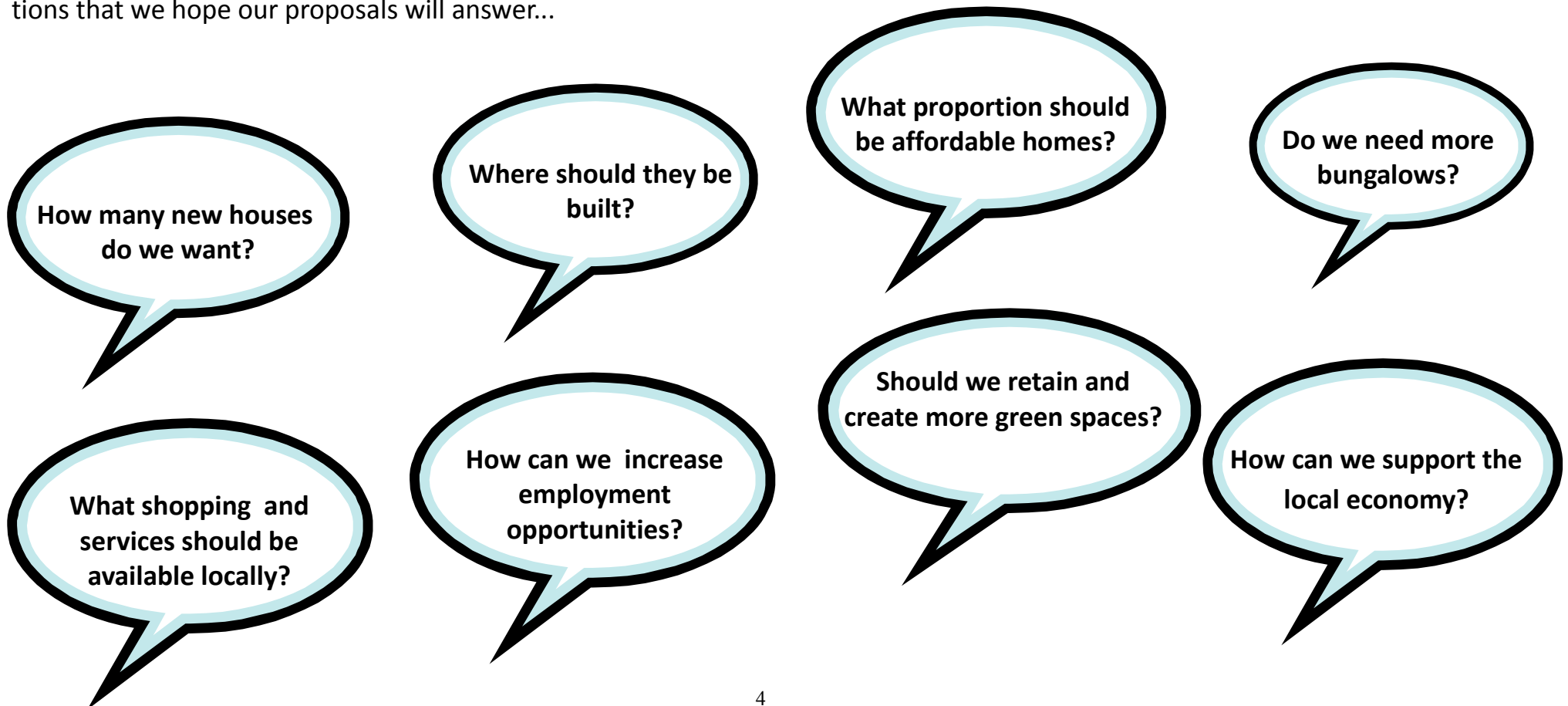


Vision and Objectives—Introduction

Let's look ahead to the future of Malpas and Overton Parishes. Will you or your family still wish to live in Malpas and Overton? Will the village be recognisable from the place you know today? Will it continue to be a village with its heart in the countryside?

You now have the chance to help shape what happens in the coming years. We encourage you to complete and return this questionnaire **AS SOON AS POSSIBLE**.

Together we have the unique opportunity to decide what our village will look like in the future. These are some of the key questions that we hope our proposals will answer...



Your Neighbourhood Plan

This document is one of the building blocks of the Neighbourhood Plan (NP) that will have to comply with Local and National Planning Policies. The draft Local Plan is due out for consultation in the late summer. We are developing this Vision from the views that you highlighted in the first round of consultations last summer. These included the Maxwell leaflet that arrived through your letterbox, the Jubilee weekend events, our visits to over 30 local organisations, your feedback from the events held by two potential developers and feedback from the IBI Taylor Young Character Study exhibition.

The aim of this questionnaire is to offer everyone in our community the opportunity to comment on the proposals.

Our vision of the future for our Parishes includes:

- **An excellent quality of life in our local area**
- **A flourishing local economy**
- **Accommodation that people can afford at all stages of life**
- **Reduced carbon-dependent activities**
- **Protected and enhanced landscape, wildlife and a wide variety of plant life**
- **Enhancing the conservation area and our place in the rural landscape**

Your opinions are vital in helping to create the draft Neighbourhood Plan (NP) but **please** do not feel that you have to comment on every choice unless you wish to do so.

You have four weeks to complete the questionnaire and hand it back. The consultation period runs from 13th May to 10th June so please return by 10th June. Meanwhile please get involved in one of our exhibitions or stop by at the Farmer's Market stall on 18th May.

Homes for All

Key Objective: Deliver housing growth to meet the needs of local people.

Malpas and Overton currently offer a broad choice of housing types and styles. There are some family homes, housing estates, specialist provision for older people and some affordable homes available at rent levels that are in line with local wages.

Malpas is currently identified as a **Key Service Centre** and a suitable location for up to 250 homes by 2030, as stated in the CWaC Draft Local Plan in August 2012.

A recent survey told us there is a need to increase the range and choice of new homes, which offer alternatives to more closely meet the needs of local people.

Comments made by local people:

- No large estates to be built locally.
- Developments to be phased to reflect the historical growth of Malpas.
- Develop a wide mix of housing type and tenure.
- New housing should meet local needs.
- More bungalows need to be built.
- Give attention to the housing needs of Older People.

Our Proposals:

HO1. Each new residential development should be restricted to a maximum number of dwellings. Please indicate your preference.

0 –30 homes
31 –60 homes
61 plus homes

☐
☐
☐

HO2. Developments should help broaden the choice of available housing options including the provision of housing that local people can afford.

I agree
I have no opinion
I disagree

☐
☐
☐

HO3. Developments should seek to address the housing requirements of local residents, and should include bungalow accommodation.

I agree
I have no opinion
I disagree

☐
☐
☐

HO4. New affordable housing should reflect a balanced choice in terms of rental and purchase options.

I agree
I have no opinion
I disagree

☐
☐
☐

Please tell us if you have additional comments by writing them on the back of the questionnaire.

Protecting the Built Environment and Rural Character Our Proposals:

Key Objective: Ensure our unique character is protected and enhanced.

The Parishes have a rich heritage including listed buildings and historic farmhouses. Their special character is reflected in the conservation area, and is documented in recent studies of the area.

It is essential that all development is planned and designed to reflect and enhance the character of the village.

Comments made by local people:

- It is essential to maintain the village character.
- The community endorses the findings of the IBI Taylor Young Character Study of Malpas.
- New housing should be similar to the design of existing housing in Malpas.
- Retain the 'village feel' and the sense of place.

BE1. New residential developments should closely reflect the design of adjacent buildings.

I agree ☐
I have no opinion ☐
I disagree ☐

BE2. New residential developments should be built at density levels per hectare that retain and reflect the village character.

I agree ☐
I have no opinion ☐
I disagree ☐

BE3. New residential developments should protect and enhance the features and aspects of the conservation area, and any listed or historical buildings or other assets.

I agree ☐
I have no opinion ☐
I disagree ☐

BE4. Any new individual building should be designed to best reflect the character of the village in terms of style, scale and size.

I agree ☐
I have no opinion ☐
I disagree ☐

BE5. Design should take account of the scale and layout of the village and respect local character, reinforcing a strong sense of place.

I agree ☐
I have no opinion ☐
I disagree ☐

Please tell us if you have additional comments by writing them on the back of the questionnaire.

Services and Facilities

Key Objective: To safeguard local services and community facilities for all.

The Parishes have access to a wide range of healthcare services and community facilities.

Malpas is defined as a '**Key Service Centre**' that serves a larger rural hinterland (an area that relies on the village for shops and services).

These include a secondary school, primary school, GP surgery, dentist, optician, bank and a range of retail stores and a post office.

Comments made by local people

- Building new homes in and near Malpas will mean a need to expand and further develop educational, community and recreational facilities for all.
- Extra homes will impact negatively on already 'stretched' health and welfare services.
- High quality services and amenities are required for all, from youth to older age, and for those requiring additional support.
- There are gaps in the service provision for older residents.
- Empty shops are a concern for the future of the village as a retail centre.

Our Proposals:

SF1. Malpas as a 'hub' for the local and wider community should be maintained and strengthened through the promotion of the retail outlets and tourist aspects of the area.

I agree ☐
I have no opinion ☐
I disagree ☐

SF2. Developers should be required to make a substantial contribution to how facilities and services can be enhanced to accommodate the growth of the population in Malpas and the surrounding Parishes.

I agree ☐
I have no opinion ☐
I disagree ☐

SF3. Development plans should take account of the need for sufficient quality educational provision that caters for the whole community from pre-school to adult learner.

I agree ☐
I have no opinion ☐
I disagree ☐

SF4. Developments should support or enhance existing health and welfare services, or provide additional services where there is a need.

I agree ☐
I have no opinion ☐
I disagree ☐

SF5. Building development should contribute to the availability of leisure facilities including indoor, outdoor and open spaces.

I agree ☐
I have no opinion ☐
I disagree ☐

SF6. New developments should fully meet the impacts created through investment in local infrastructure where necessary including footpaths, parking, sewerage, surface water and drainage.

I agree ☐
I have no opinion ☐
I disagree ☐

Please tell us if you have additional comments by writing them on the back of this questionnaire.

Protecting our Natural Environment Our Proposals:

Key Objective: To protect and enhance the natural environment.

Our natural environment and wide range of animal and plant life are important to all of us who value a rural way of life.

The Parishes of Malpas and Overton have a green appearance created by hedges, trees, ponds and green spaces that soften the built environment and provide important corridors for wildlife.

Comments made by local people

- There is a need to protect local wildlife sites and habitats.
- We must support the development of wildlife corridors, green and quiet lanes.
- We need to extend green space and create new nature conservation areas wherever possible.
- More effort is needed in promoting energy efficiency and the use of renewable energy.

PE1. New developments should enhance, maintain or create new green space and wildlife corridors in the Parishes.

I agree ☐
I have no opinion ☐
I disagree ☐

PE2. Boundary features within any new development should respect local tradition, materials, mixed hedgerows and other indigenous species.

I agree ☐
I have no opinion ☐
I disagree ☐

PE3. Routes suitable to be designated as Local Green Space that preserve the rural 'feel' of the area and provide safe travel opportunities for pedestrians, cyclists, horse riders and motorised transport should be identified and sign-posted.

I agree ☐
I have no opinion ☐
I disagree ☐

PE4. New development should increase opportunities for carbon reduction by the promotion of green industries, green energy sources and sustainable transport choices.

I agree ☐
I have no opinion ☐
I disagree ☐

PE5. New developments should incorporate the use of Cheshire native species in hedgerows, trees and other soft landscaping materials.

I agree ☐
I have no opinion ☐
I disagree ☐

Please tell us if you have additional comments by writing them on the back of the questionnaire.

Supporting the Local Economy

Key Objective: To ensure new building projects include opportunities to improve the local economy.

Malpas is a rural village with a small number of retail outlets flanking the high street.

People are attracted to Malpas due to the wide range of facilities, variety of shops and services. The local rural economy is supported by many diverse businesses, many of which employ fewer than four employees. There are also dozens of 'hidden businesses' and sole traders working within peoples' own homes.

Comments made by local people

- Improve and expand the range and variety of retail outlets.
- Need to improve local employment opportunities.
- Increase job opportunities for young people.
- Need to promote and offer apprenticeships.
- Ensure that Super Fast Broadband is installed throughout Malpas and beyond.
- Make the village more attractive throughout for residents and tourists.

Our Proposals:

LE1. Building development should not only focus on the provision of new homes but should also provide new business and retail opportunities.

I agree ☐
I have no opinion ☐
I disagree ☐

LE2. The Parish Council should lead on work with CWaC and appropriate infrastructure providers and developers to deliver high speed broadband at the earliest opportunity.

I agree ☐
I have no opinion ☐
I disagree ☐

LE3. Development of the built environment should promote growth of the economy through the retention and expansion of retail premises.

I agree ☐
I have no opinion ☐
I disagree ☐

LE4. Each new residential development should provide home office working capability.

I agree ☐
I have no opinion ☐
I disagree ☐

LE5. Development and /or change of use or extension to existing buildings should allow for the promotion of retail and tourism opportunities.

I agree ☐
I have no opinion ☐
I disagree ☐

Please tell us if you have additional comments by writing them on the back of the questionnaire.

Communication and Transport

Key Objective: To ensure all new building developments support adequate and environmentally sensitive transport and travel arrangements. Transport is a key problem in and around Malpas. Minor roads link Malpas to surrounding trunk roads. There is frequent traffic congestion in the village centre, particularly on the High Street and Church Street. Motorists often ignore speed limits and there is limited enforcement of parking restrictions. Malpas and Overton are served by an inadequate bus service, and unless you work in the village, the car is the only effective way to travel to and from work.

Comments made by local people

- Ensure that emergency vehicles can travel freely throughout the village centre and beyond.
- Limited enforcement of traffic violations.
- Inadequate parking and no disabled parking.
- Lack of and poor quality of pavements throughout the parishes.
- Inadequate public transport for work and leisure.
- Traffic congestion at peak times
- Village roads are not designed for HGVs.

Our Proposals:

CT1. New development should demonstrate how it will improve safe and enjoyable travel to all services and community facilities by cyclists and pedestrians.

I agree ☐
I have no opinion ☐
I disagree ☐

CT2. Developers should ensure there is off road car parking for all new housing, including car parking for disabled drivers. The suggested minimum is two spaces per dwelling.

I agree ☐
I have no opinion ☐
I disagree ☐

CT3. New housing developments should be required to create opportunities for alternative transport and travel methods to reduce reliance on the motor car.

I agree ☐
I have no opinion ☐
I disagree ☐

CT4. Development should assess and address the impact of additional traffic—pedestrians, cyclists, road safety, parking, and congestion—and take steps to minimise the impact.

I agree ☐
I have no opinion ☐
I disagree ☐

CT5. New developments should provide link roads and car parking to reduce congestion in the centre of the village.

I agree ☐
I have no opinion ☐
I disagree ☐

Please tell us if you have additional comments by writing them on the back of the questionnaire.

Our Place In The Landscape

Key Objective: To maintain a discrete position in the landscape. The Malpas Village Design Statement identified a number of distinctive areas in the village. Each of these areas affords specific viewpoints that softly integrates our village into the landscape and defines the uniqueness and special nature of Malpas.

Key features are the views from higher ground to the surrounding plain, open agricultural land and the distant hillsides, and the gateway views that delight people entering our village. The current location of housing estates and isolated farmsteads define and reinforce the rural nature of the Parishes described by many as a peaceful and friendly place to live and work.

Comments made by local people

- Maintain views and vistas across open countryside.
- Retain the 'village feel' and the sense of place.
- It is essential to maintain and enhance the network of footpaths and open spaces.
- Brownfield sites should be developed whenever possible.
- The quality of the surrounding countryside is important.

Our Proposals:

PL1. New developments should protect the key scenic and distinctive views into and out of the village and minimise the visual impact on the landscape.

I agree	<input type="checkbox"/>
I have no opinion	<input type="checkbox"/>
I disagree	<input type="checkbox"/>

PL2. New development should protect and retain the views identified in The Malpas Village Design Statement (2010) produced by Malpas Parish Council.

I agree	<input type="checkbox"/>
I have no opinion	<input type="checkbox"/>
I disagree	<input type="checkbox"/>

PL3. Proposals for new homes should be supported within or immediately adjacent to the built up area of the village, particularly the brown-field sites.

I agree	<input type="checkbox"/>
I have no opinion	<input type="checkbox"/>
I disagree	<input type="checkbox"/>

PL4. New developments should protect and enhance the character, local distinctiveness, and accessibility of the landscape, including green and open spaces.

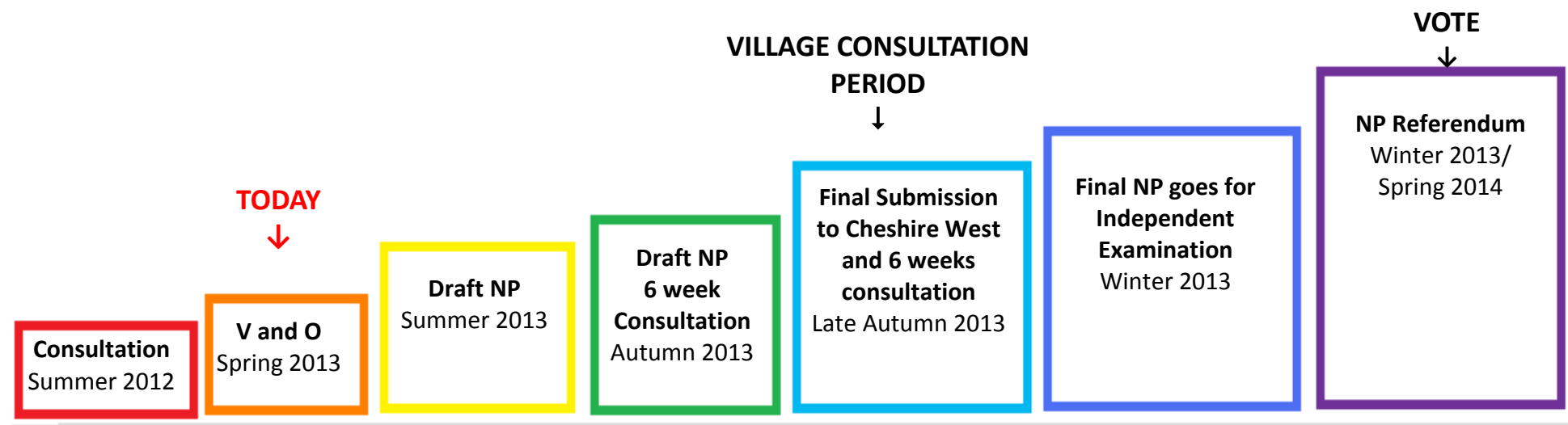
I agree	<input type="checkbox"/>
I have no opinion	<input type="checkbox"/>
I disagree	<input type="checkbox"/>

PL5. All new building development should use Cheshire native species in hedgerows, trees and other soft landscaping.

I agree	<input type="checkbox"/>
I have no opinion	<input type="checkbox"/>
I disagree	<input type="checkbox"/>

Please tell us if you have additional comments by writing them on the back of the questionnaire.

Next Steps—Please look out for the next stages and get involved in creating the village you want in the future.



Once we complete our NP, an independent examiner will review the Plan and if they approve, then residents of the Parishes will have the opportunity to vote on it in a local referendum. If more than 50% of voters approve the Plan, it will be adopted by CWaC. If it is adopted, our NP will become a legal planning document and part of the overall Local Development Plan. It will be used to consider all planning applications across Overton and Malpas Parishes. Once the Plan is in place, it will be reviewed every five years.

Please take the time to complete and hand in this questionnaire so you can influence how your Parishes will look in the future. Once you have completed the questionnaire, place it in the green boxes you will find in the village- in Malpas Dry Cleaners, Malpas Post Office and the Co-operative. Alternatively, you can complete the form on www.malpasplan.co.uk.

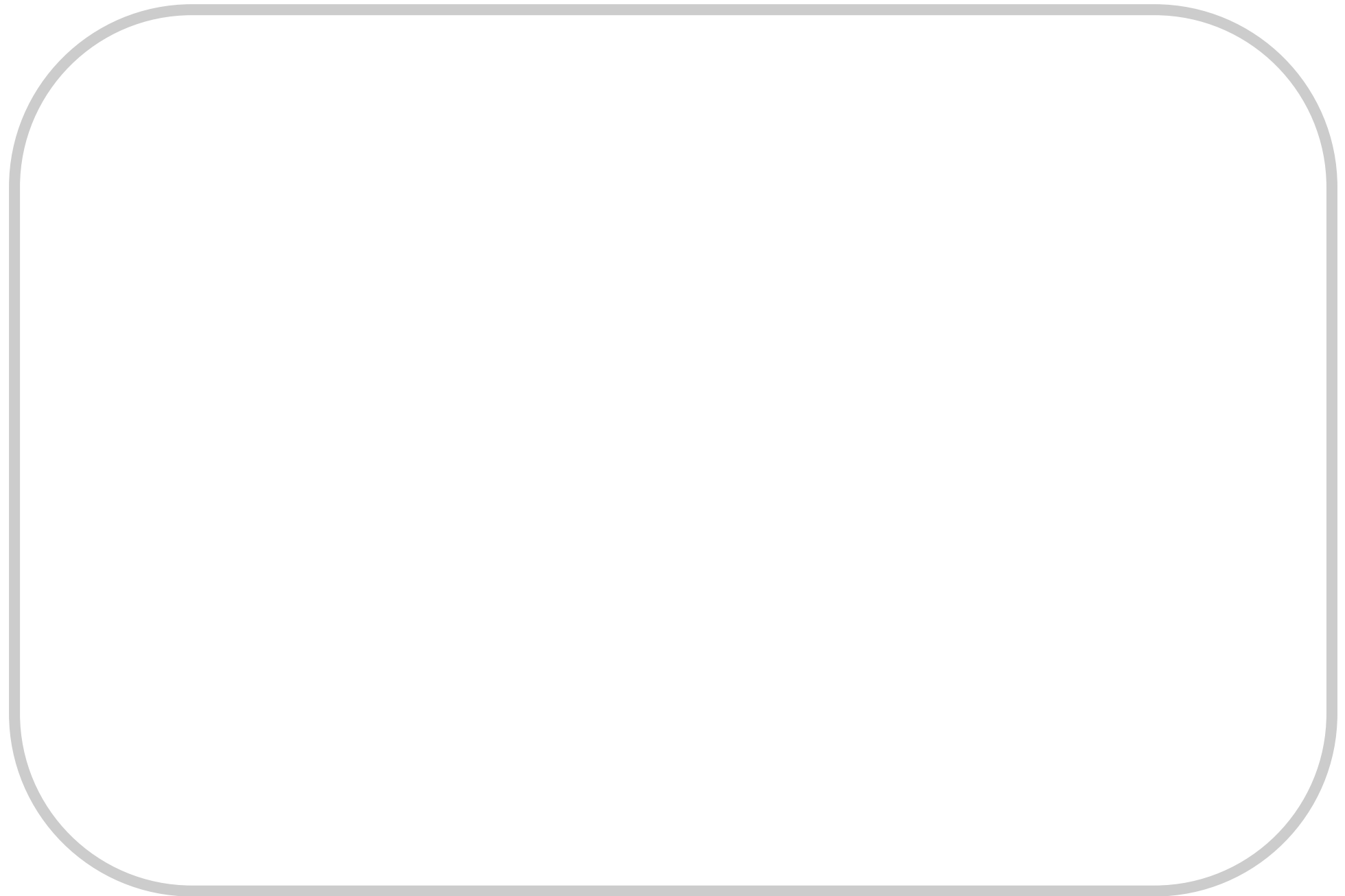
For further information, please contact: Sue Norwood, on 01948 861101 or snorwood@tinyworld.co.uk or Chris Whitehurst on 01948 860333 or chris.whitehurst@btinternet.com or John Webb on 01948 861109 or johnwebbmaltas@hotmail.co.uk

THANKYOU FOR COMPLETING THIS IMPORTANT DOCUMENT, PLEASE RETURN IT BY 10th June.

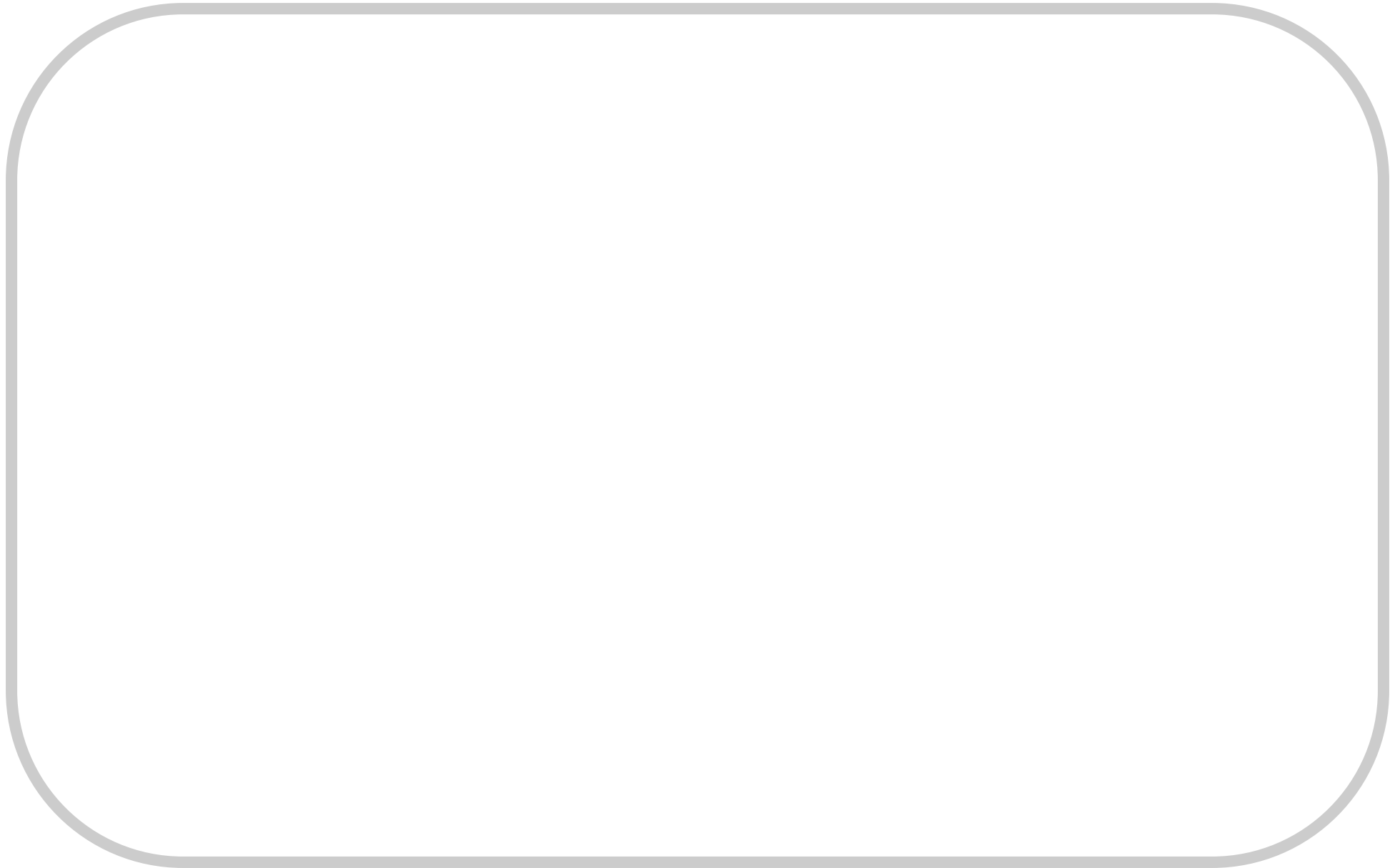
Malpas and Overton NP Steering Group members

Anne Sharrott (Resident)
Antony Spennati (Malpas Parish Council)
Chris Whitehurst (Malpas Parish Council)
Fiona Dudley (Resident)
Ilene Hoyle (Resident)
Joanna Dakin (Resident)
John Webb (Malpas Parish Council)
Linda Sharp (Cheshire West and Chester Council)
Rachael Abbott (Resident)
Rachael and Simon Redshaw (Residents)
Sarah Baron (Cheshire Community Action)
Sue Norwood (Malpas Parish Council)
Susan Griffith (Malpas Parish Council)
Tina Barnett (Overton Parish Clerk)

Please add comments below, quoting the appropriate proposal number

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Please add comments below, quoting the appropriate proposal number

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Homes for All

HO1. Each new residential development should be restricted to a maximum number of dwellings. Please indicate your preference.

0 – 30 homes	82%
31 – 60 homes	14%
61 +	2%
Left Blank	2%

HO2. Developments should help broaden the choice of available housing options including the provision of housing that local people can afford.

I agree	91%
I have no opinion	2%
I disagree	5%
Left Blank	2%

HO3. Developments should seek to address the housing requirements of local residents, and should include bungalow accommodation.

I agree	86%
I have no opinion	8%
I disagree	3%
Left Blank	3%

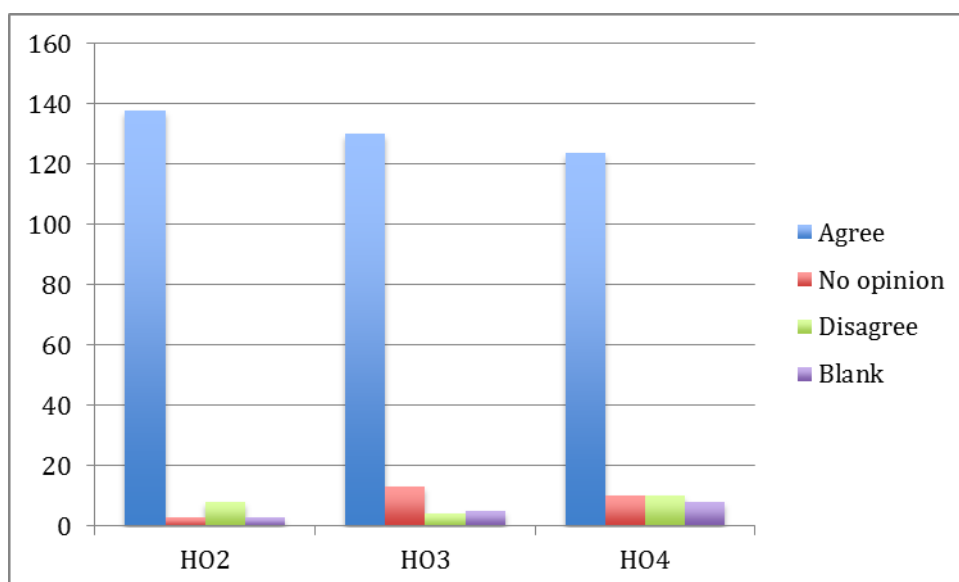
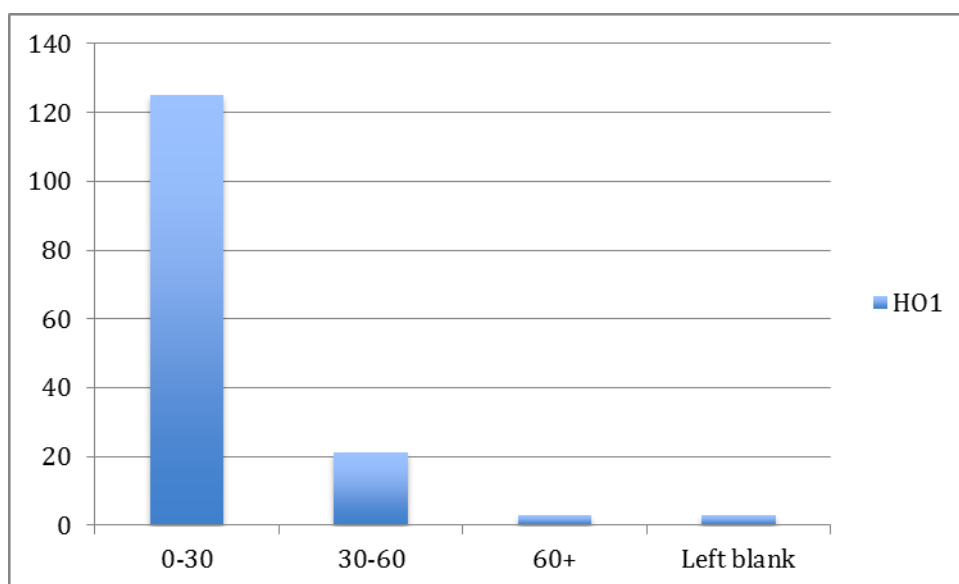
HO4. New affordable housing should reflect a balanced choice in terms of rental and purchase options.

I agree	81%
I have no opinion	7%
I disagree	7%
Left Blank	5%

Number of People

	HO1
0-30	125
30-60	21
60+	3
Left blank	3

	HO2	HO3	HO4
Agree	138	130	124
No opinion	3	13	10
Disagree	8	4	10
Blank	3	5	8



Protecting the Environment

BE1. New residential developments should closely reflect the design of adjacent buildings.

I agree	87%
I have no opinion	6%
I disagree	3%
Left Blank	4%

BE2. New residential developments should be built at density levels per hectare that retain and reflect the village character.

I agree	92%
I have no opinion	3%
I disagree	2%
Left Blank	3%

BE3. New residential developments should protect and enhance the features and aspects of the conservation area, and any listed or historical buildings or other assets.

I agree	93%
I have no opinion	2%
I disagree	2%
Left Blank	3%

BE4. Any new individual building should be designed to best reflect the character of the village in terms of style, scale and size.

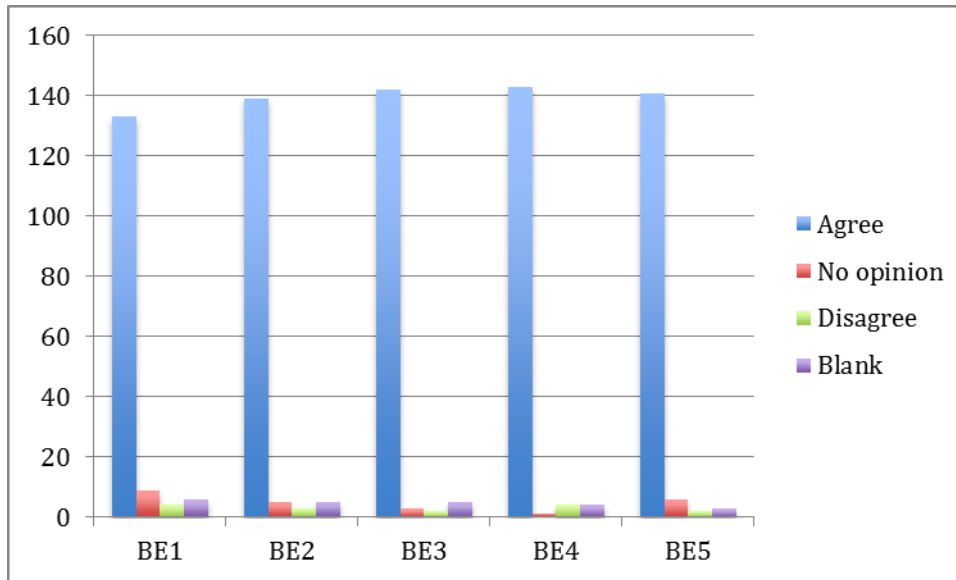
I agree	93%
I have no opinion	1%
I disagree	3%
Left Blank	3%

BE5. Design should take account of the scale and layout of the village and respect local character, reinforcing a strong sense of place.

I agree	93%
I have no opinion	4%
I disagree	1%
Left Blank	2%

Number of People

	BE1	BE2	BE3	BE4	BE5
Agree	133	139	142	143	141
No opinion	9	5	3	1	6
Disagree	4	3	2	4	2
Blank	6	5	5	4	3



Services and Facilities

SF1. Malpas as a 'hub' for the local and wider community should be maintained and strengthened through the promotion of the retail outlets and tourist aspects of the area.

I agree	90%
I have no opinion	2%
I disagree	4%
Left Blank	4%

SF2. Developers should be required to make a substantial contribution to how facilities and services can be enhanced to accommodate the growth of the population in Malpas and the surrounding Parishes.

I agree	92%
I have no opinion	3%
I disagree	2%
Left Blank	3%

SF3. Development plans should take account of the need for sufficient quality educational provision that caters for the whole community from pre-school to adult learner.

I agree	94%
I have no opinion	1%
I disagree	2%
Left Blank	3%

SF4. Developments should support or enhance existing health and welfare Services, or provide additional services where there is a need.

I agree	96%
I have no opinion	1%
I disagree	2%
Left Blank	1%

SF5. Building development should contribute to the availability of leisure facilities including indoor, outdoor and open spaces.

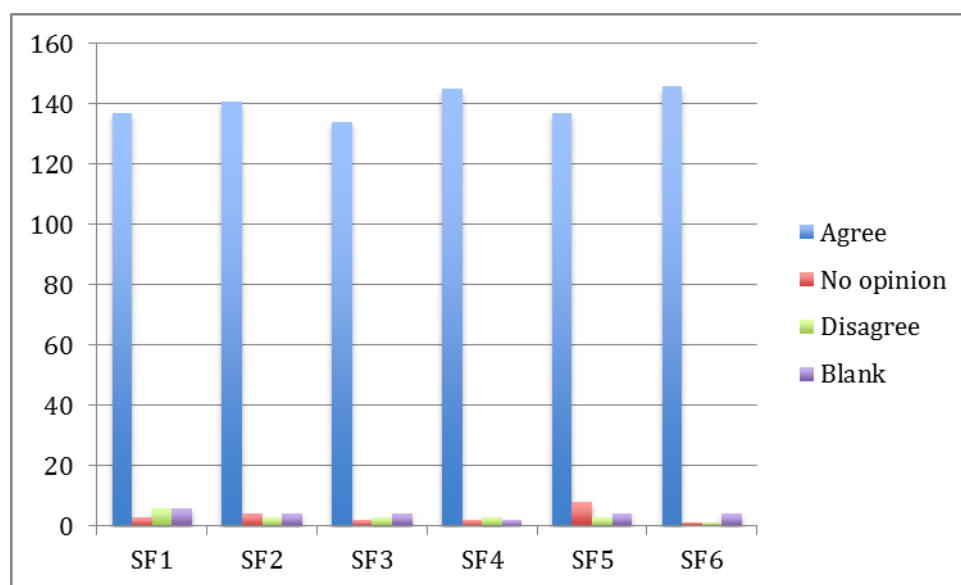
I agree	90%
I have no opinion	5%
I disagree	2%
Left Blank	3%

SF6. New developments should fully meet the impacts created through investment in local infrastructure where necessary including footpaths, parking, sewerage, surface water and drainage.

I agree	96%
I have no opinion	0.5%
I disagree	0.5%
Left Blank	3%

Number of People

	SF1	SF2	SF3	SF4	SF5	SF6
Agree	137	141	134	145	137	146
No opinion	3	4	2	2	8	1
Disagree	6	3	3	3	3	1
Blank	6	4	4	2	4	4



Protecting our Natural Environment

PE1. New developments should enhance, maintain or create new green space and wildlife corridors in the Parishes.

I agree	93%
I have no opinion	5%
I disagree	1%
Left Blank	1%

PE2. Boundary features within any new development should respect local tradition, materials, mixed hedgerows and other indigenous species.

I agree	95%
I have no opinion	3%
I disagree	1%
Left Blank	1%

PE3. Routes suitable to be designated as Local Green Space that preserve the rural 'feel' of the area and provide safe travel opportunities for pedestrians, cyclists, horse riders and motorised transport should be identified and sign-posted.

I agree	95%
I have no opinion	3%
I disagree	1%
Left Blank	1%

PE4. New development should increase opportunities for carbon reduction by the promotion of green industries, green energy sources and sustainable transport choices.

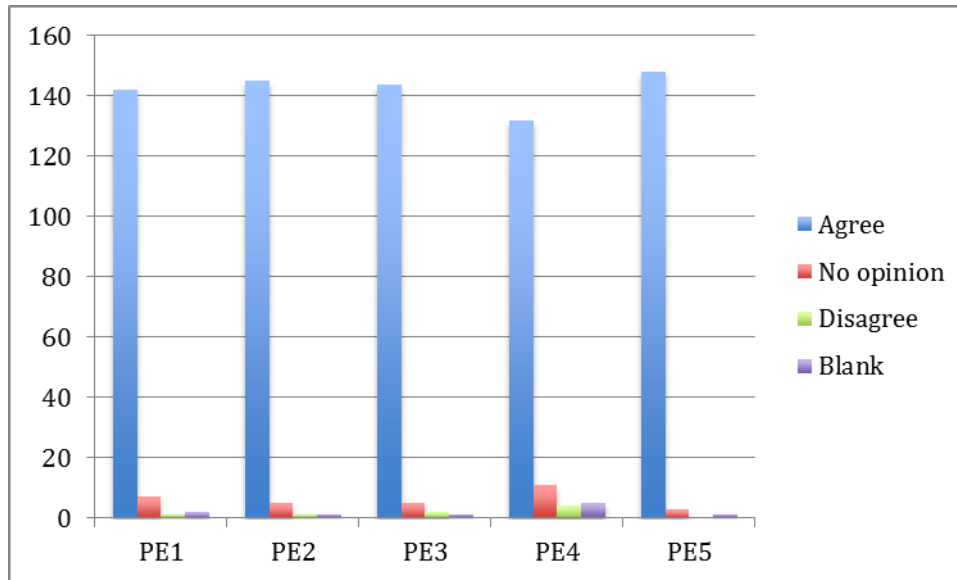
I agree	87%
I have no opinion	8%
I disagree	3%
Left Blank	2%

PE5. New developments should incorporate the use of Cheshire native species in hedgerows, trees and other soft landscaping materials.

I agree	97%
I have no opinion	2%
I disagree	0%
Left Blank	1%

Number of People

	PE1	PE2	PE3	PE4	PE5
Agree	142	145	144	132	148
No opinion	7	5	5	11	3
Disagree	1	1	2	4	0
Blank	2	1	1	5	1



Supporting the Local Economy

LE1. Building development should not only focus on the provision of new homes but should also provide new business and retail opportunities.

I agree	72%
I have no opinion	10%
I disagree	15%
Left Blank	3%

LE2. The Parish Council should lead on work with CWaC and appropriate infrastructure providers and developers to deliver high speed broadband at the earliest opportunity.

I agree	80%
I have no opinion	15%
I disagree	3%
Left Blank	2%

LE3. Development of the built environment should promote growth of the economy through the retention and expansion of retail premises.

I agree	75%
I have no opinion	11%
I disagree	7%
Left Blank	7%

LE4. Each new residential development should provide home office working capability.

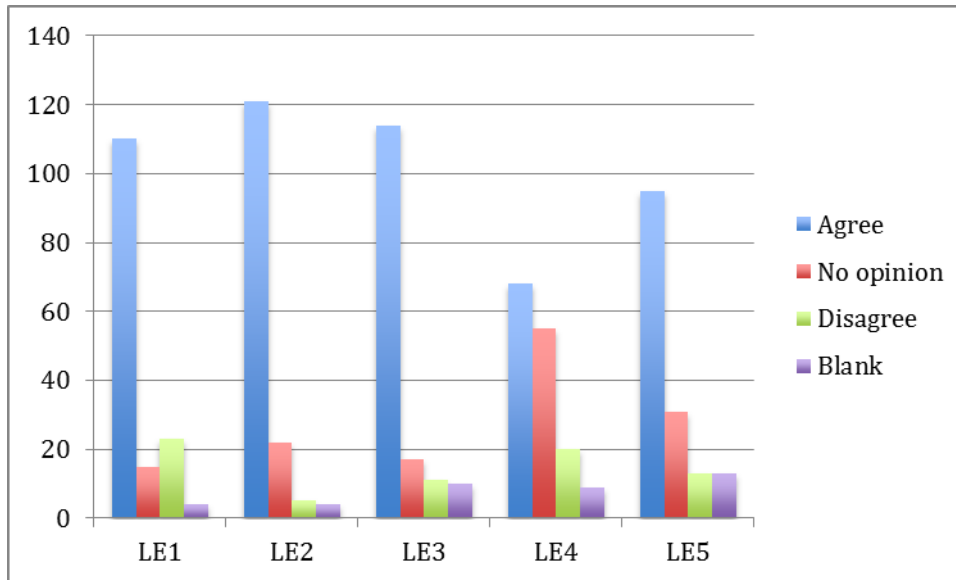
I agree	44%
I have no opinion	36%
I disagree	14%
Left Blank	6%

LE5. Development and /or change of use or extension to existing buildings should allow for the promotion of retail and tourism opportunities.

I agree	63%
I have no opinion	19%
I disagree	9%
Left Blank	9%

Number of People

	LE1	LE2	LE3	LE4	LE5
Agree	110	121	114	68	95
No opinion	15	22	17	55	31
Disagree	23	5	11	20	13
Blank	4	4	10	9	13



Communication and Transport

CT1. New development should demonstrate how it will improve safe and enjoyable travel to all services and community facilities by cyclists and pedestrians.

I agree	91%
I have no opinion	5%
I disagree	1%
Left Blank	3%

CT2. Developers should ensure there is off road car parking for all new housing, including car parking for disabled drivers. The suggested minimum is two spaces per dwelling.

I agree	92%
I have no opinion	3%
I disagree	2%
Left Blank	3%

CT3. New housing developments should be required to create opportunities for alternative transport and travel methods to reduce reliance on the motor car.

I agree	81%
I have no opinion	12%
I disagree	4%
Left Blank	3%

CT4. Development should assess and address the impact of additional traffic—pedestrians, cyclists, road safety, parking, and congestion— and take steps to minimise the impact.

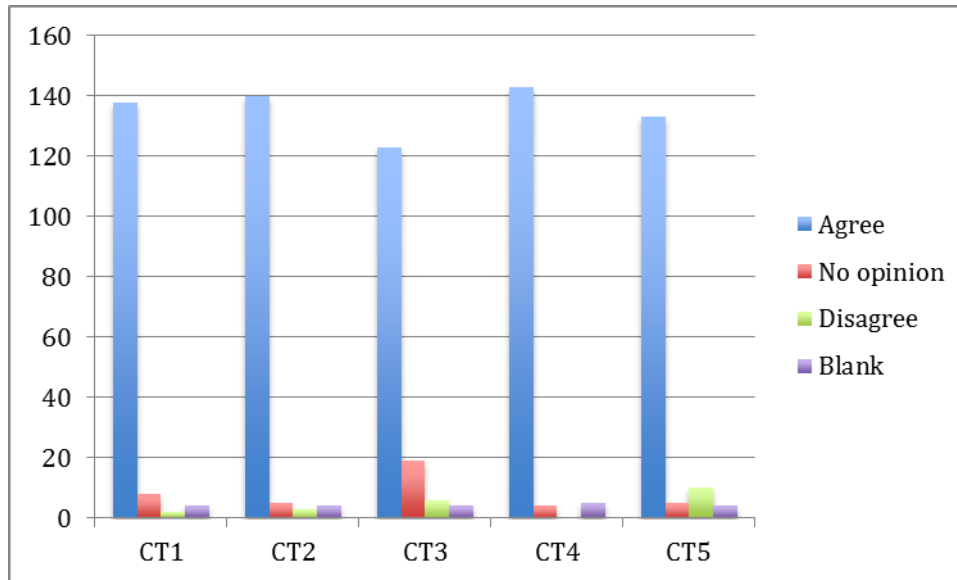
I agree	93%
I have no opinion	3%
I disagree	0%
Left Blank	4%

CT5. New developments should provide link roads and car parking to reduce congestion in the centre of the village.

I agree	88%
I have no opinion	3%
I disagree	7%
Left Blank	2%

Number of People

	CT1	CT2	CT3	CT4	CT5
Agree	138	140	123	143	133
No opinion	8	5	19	4	5
Disagree	2	3	6	0	10
Blank	4	4	4	5	4



Our Place In The Landscape

PL1. New developments should protect the key scenic and distinctive views into and out of the village and minimise the visual impact on the landscape.

I agree	94%
I have no opinion	8%
I disagree	1%
Left Blank	1%

PL2. New development should protect and retain the views identified in The Malpas Village Design Statement (2010) produced by Malpas Parish Council.

I agree	89%
I have no opinion	7%
I disagree	2%
Left Blank	2%

PL3. Proposals for new homes should be supported within or immediately adjacent to the built up area of the village, particularly the brown-field sites.

I agree	83%
I have no opinion	9%
I disagree	5%
Left Blank	3%

PL4. New developments should protect and enhance the character, local distinctiveness, and accessibility of the landscape, including green and open spaces.

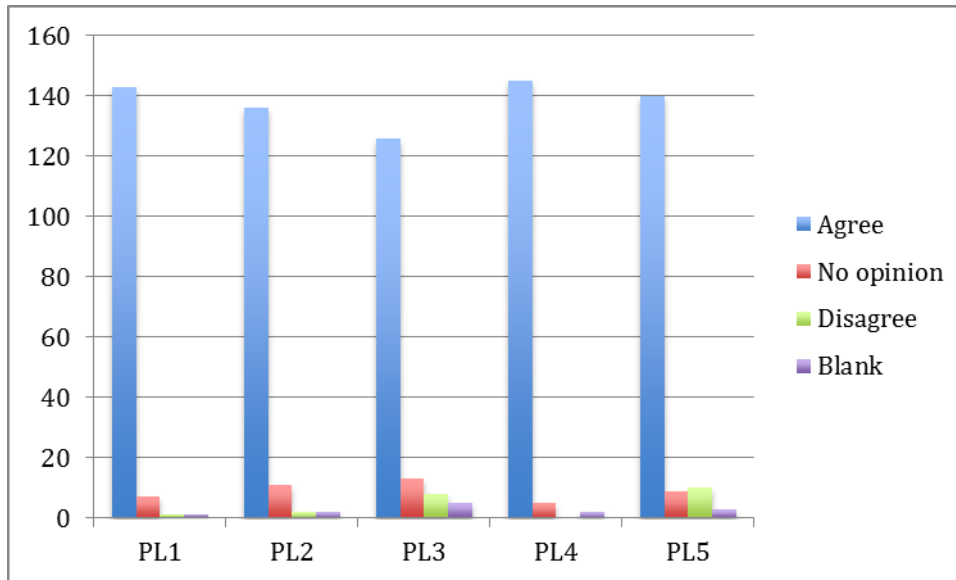
I agree	95%
I have no opinion	3%
I disagree	0%
Left Blank	2%

PL5. All new building development should use Cheshire native species in hedgerows, trees and other soft landscaping.

I agree	92%
I have no opinion	6%
I disagree	0%
Left Blank	2%

Number of People

	PL1	PL2	PL3	PL4	PL5
Agree	143	136	126	145	140
No opinion	7	11	13	5	9
Disagree	1	2	8	0	10
Blank	1	2	5	2	3



-----End of Document-----

#	Delegate	Organisation	Monday	Tuesday
1	Ann Wright	Malpas Ward Councillor	Yes	Yes
2	Anne Sharrott	Malpas Resident		Yes
3	Carol Broad	Malpas Resident	Yes	Yes
4	Charlotte Reeves	Casework Manager - Natural England		Yes
5	Chris Whitehurst	Malpas Parish Council	Yes	Yes
6	Edd Snell	CWaC Landscape Architect		Yes
7	Fiona Dudley	Malpas Resident - Local Business Owner	Yes	Yes
8	Ilene Hoyle	Malpas Resident	Yes	Yes
9	Jim Fox	IBI Taylor Young	Yes	Yes
10	John Webb	Malpas Parish Council - Chairman	Yes	Yes
11	Karen Meredith	Malpas Resident - Local Business Owner	Yes	Yes
12	Linda Sharp	CWaC Strategic Planner		Yes
13	Louise Hilder	CWaC Spatial Planner		Yes
14	Michael Kitchener	Transport Advisor		Yes
15	Peter Guildford	Nomansheath NP Representative	Yes	
16	Rachael Abbott	Malpas Resident	Yes	Yes
17	Rachael Renshaw	Malpas Resident		Yes
18	Simon Peake	IBI Taylor Young	Yes	Yes
19	Sue Griffith	Malpas Parish Council	Yes	
20	Tina Barnett	Overton Parish Clerk and Resident	Yes	Yes
21	Trevor Parker	Nomansheath NP Representative		Yes
	Numbers		13	19

Malpas and Overton: Towards a Neighbourhood Plan

Summary of Workshop

16-17 September 2013



Prepared for Malpas & Overton Neighbourhood Plan Steering Group
by IBI Taylor Young

Introduction

The Malpas and Overton Neighbourhood Plan Steering Group commissioned IBI Taylor Young to organise and facilitate two-day workshop in September 2013. This was intended as a key stage in developing the content of a Neighbourhood Plan for Malpas. The aims of the workshop were:

- To accelerate the plan-making process and raise wider awareness
- To build consensus among the attendees and a sense of ownership of the Plan
- To identify and agree the basis of policies

The workshop was held on Monday 16 September and Tuesday 17 September 2013 at the Success Factory in Burwardsley. Jim Fox and Simon Peake of IBI Taylor Young facilitated the workshop, supported by members of the Steering Group.



Format

Fourteen people attended on day one and fifteen people attended on day two. The Steering Group invited committee members, representatives of adjoining Neighbourhood Forums and other key stakeholders, such as key officers from Cheshire West and Chester Council (CW&C). The list of attendees for each day is provided below. The attendees were split into two groups a 'green group' and a 'yellow group' with the composition of each deliberately mixed each day. Specialists were brought in to attend key sessions: Michael Kitching of SK Transport assisted both groups during the 'Transport & Communications' session, Edd Snell (CW&C Landscape Officer) attended the 'Protecting our Natural Environment' session and Linda Sharp (CW&C Planning Policy Liaison Officer) attended all of day two.

The agenda for each day is set out below. The aim was to include some contextual and capacity-building elements on the morning of day one, to provide an awareness of the parameters of policy drafting. This was followed by a visioning exercise to provide a high level direction. The remainder of the session was aimed at agreeing the scope for policy content, organised around the 6 themes that the Steering Group had already identified. The day two session began with a brief re-cap and ended with a summary session and discussion of next steps.

Within each session there was an IBI TY facilitator and a reporter from within the group. After a structured group discussion (usually of around 45 minutes) the two groups reconvened. Each reporter fed back the outcomes of their discussion to the wider forum, followed by a general discussion.



Day One

- 9.30. Introduction
- 9.40. Individual aspirations for the Neighbourhood Plan
- 10.00. Effective Plan-making
- 10.20. **How we can make a difference**
- 11.00. **A Vision for Malpas**
- 12.00-12.30: Lunch break
- 12.30: Mapping Exercise
- 1.15. **Section 1: Homes for all**
- 2.30. **Section 2: Built Environment and Rural Character**
- 3.30 Review of Day 1 Achievements
- 4.00. Finish

Day Two

- 9.30. Introduction
- 9.50. Day 1 Re-cap and Q&A
- 10.15. **Section 3: Services and Facilities**
- 11.15. **Section 4: Supporting the Local Economy**
- 12.00-12.30. Lunch break
- 12.30. **Section 5: Communication and Transport**
- 1.40. **Section 6: Protecting Our Natural Environment/Our Place in the Landscape**
- 2.55. Summary of Policies agreed today
- 3.25. Review and summary of the 2-Day Workshop & Discussion around Next Steps
- 4pm. Finish

Outcomes

The outcomes of the discussions in each session, as recorded on flip-chart paper in the two groups, is provided below. This was also accompanied by a series of plans which were annotated during the discussions, and at a special mapping exercise in day one (which focused on mapping existing assets). These plans, and the flip chart notes have been kept by IBI Taylor Young and will be used to assist with the drafting of the Vision and Policy sections of the Neighbourhood Plan.

DAY ONE

Group Composition

Yellow Group

Jim Fox (IBI TY)
Ilene Hoyle (Malpas resident)
Anne Sharrott (Malpas resident)
Karen Meredith (Meredith's Coaches)
Sue Griffith (Malpas Parish Council)
Tina Barnett (Overton Parish Clerk)

Green Group

Simon Peake (IBI TY)
John Webb (Chairman, Malpas Parish Council)
Chris Whitehurst (Malpas Parish Council)
Fiona Dudley (Malpas resident)
Ann Wright (Malpas Ward Councillor)
Carol Broad (Malpas resident)
Peter Guildford (No Man's Heath NP Representative)
Rachael Abbott (Malpas resident)



1. How we can best make a difference

Yellow Group

ASPIRATIONS	EVIDENCE	HOW TO USE?
<ul style="list-style-type: none"> • Not a dormitory –local employment etc • Local people – community. Stay affordable • New people • Overton included • Thriving centre – more used shops. • Maintain character • Balance on 'offer' – school & facilities. Use more also • Has to grow but with character and community • Easier to get around – inside and outside • People with access to a car 	<ul style="list-style-type: none"> • Employment, nursing, schools • A mix - 30% have no formal qualifications • e.g. Gladman – lack of services • Govt website 'evidence' • Social deprivation John Pear 	<ul style="list-style-type: none"> • Developers training schemes • e.g. Gladman submission

Green Group

ASPIRATIONS	CHALLENGES	OPPORTUNITIES
<ul style="list-style-type: none"> • Policies on design • Town plan for 2030 that will mitigate against poor infrastructure or enhance • Small single developments (30) in a specific time/area • True representation of utility infrastructure • Growth of housing numbers to drive village sustainability • Homes that are 'affordable' by local people • Strategic link roads, green corridors 	<ul style="list-style-type: none"> • Reconciling the cost of housing development against the requirements (larger rooms, ground. Heating) • Capacity of roads & car parks • Lack of sustainability infrastructure • Protection of individual trees • Housing numbers that allows a development to take place that meets the set criteria and will be acceptable to the village residents • Constructing a robust criteria (site assessment matrix) 	<ul style="list-style-type: none"> • Support for NP from local community • 4-6 policies per section • Wording that is acceptable to village residents

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2. A Vision for Malpas

Yellow Group

Individual comments on post-it notes

Homes for all

- Houses of all needs
- Mix of people
- Homes for all needs
- Mix of housing – new to integrate with old
- Welcoming
- Inclusive Village

Built Environment & Rural Character

- Conservation area, historic buildings – well maintained to attract visitors.
- Rural historical village
- Village feel

Services & Facilities

- More services and facilities
- Self sufficient in terms of services – e.g. basic shops
- Sport and community facilities – excellent
- Village offering all you need from birth to older age
- Thriving community

Supporting the local economy

- Thriving economy
- 2030 thriving rural village
- High speed broadband
- Thriving, beautiful village
- Picturesque village
- Essence/character
- Thriving community

Communication & Transport

- Better transport facilities – Chester, Wrexham

Natural Environment & Landscape

- Amazing views of open countryside

Vision Wording

- *Housing for all*
- *A community which offers services and utilities to allow the population to be thriving, self sufficient in basic needs and ensure transport links to major employment centres. Housing style and architecture which integrated with the historic character of the rural village. Housing to meet needs of all. Conservation area and historic buildings to be preserved for local population and visitors to enjoy.*

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- *Thriving, picturesque rural community that retains its historical feel.*
- *Thriving, vibrant, picturesque, rural centre supporting housing needs from the cradle to the grave. Malpas to be inclusive, offering public transport to surrounding centres and excellent communication for all.*
- *A welcoming, vibrant, integrated community in a rural picturesque setting. A self sufficient village offering housing and facilities for all needs. Housing style and architecture which blends with the historic character and conservation area Malpas and Overton offers. Good communication to prevent isolation.*
- *Thriving community. All ages well integrated. Accessible facilities for all ages i.e. sports youth centres, facilities for older people.*



Green Group

Individual comments on post-it notes

Homes for all

- Houses that local people can afford
- Homes to meet changing needs over plan period
- A choice of homes for everyone who wants to live in our community
- Homes that people want
- Eco friendly home – warm and cheap to run

Built Environment & Rural Character

- Adding to our varied vernacular architecture
- Where people want to come and visit
- Maintaining our historic built character
- Developments to respect, retain or enhance the place that is Malpas/Overton
- Well designed houses, not copy of historic buildings.
- Try to maintain existing character

Services & Facilities

- All essential services are available and accessible to all – people of all ages and economic capacity
- A Police station
- Flexible services capable of change
- Comprehensive range of services & facilities
- Choice of shops and restaurants

Supporting the Local Economy

- Jobs available for those who need to work
- Opportunity to provide local and start up businesses with affordable, suitable accommodation
- Vibrant village promoting sustainable development

Communication & Transport

- Sustainable public transport and good broadband
- Transport system not necessarily based on traditional bus service
- Good public transport services

Natural Environment & Landscape

- Provide green space for all people
- Malpas should be a healthy and vibrant place to live, work and play regardless of age or wealth
- Sensitive build that will integrate softly into our rural landscape
- Keep green spaces between settlements
- Provide spaces where views and green spaces can be enjoyed and used
- Rural views of open countryside
- Landscape protected and respected

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- ### Key Words for the Vision

- ## Popular Words



Our vision for 2030 is for Malpas to be a thriving sustainable small market village offering a comprehensive range of shops, services and facilities supported by a robust infrastructure and

employment opportunities which are able to cater for the needs and requirements of all our residents.

Malpas in 2030 will be a friendly, vibrant village with a range of services and facilities that support a mixed community

Objectives

Homes for all

- Meet need over plan period
- Meet needs of whole community. What are they?
- Homes people can afford
- Eco friendly

Character

- Place people want to live
- Place people want to visit
- Maintaining historic character
- Vernacular architecture (% of quirky)
- Good example – Bell Meadow, Tarporley

Services and Facilities

- Services accessible to all – Topography
- Meeting all needs
- Flexible – Responding to changing needs
- Meeting place – Social integration
- Choice

Local Economy

- Jobs outside NP area
- Small scale, independent business
- Jobs in village centre; School, Nursery, Homes
- Jobs for local people
- Support start-ups and independent business
- Vibrant village

Transport

- Improve public transport (Rural Proof)
- Good broadband
- Promote cycling; tourism and local
- Address congestion
- Improve car parking in village centre
- Safe pedestrian and cycle routes

Natural Environment

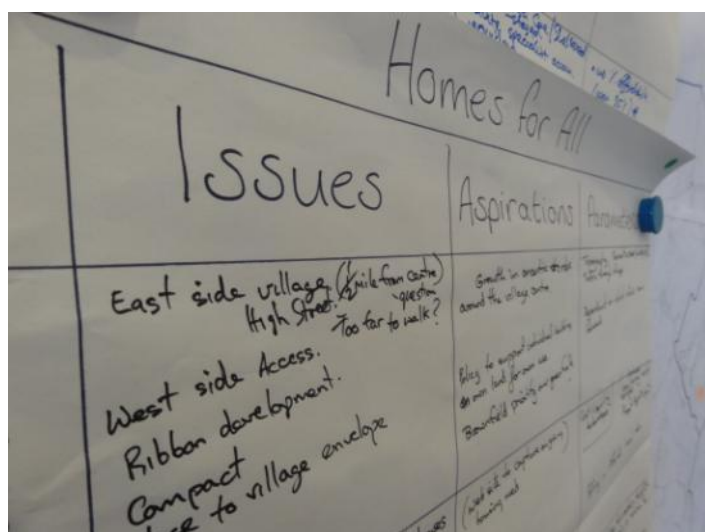
- Accessible green space to enjoy for all
- Views project rural views
- Integrating development into the landscape
- Maintaining green spaces within developments
- Green corridors – wildlife

3. Homes for All

Yellow Group

	ISSUES	ASPIRATIONS	PARAMETERS
Location	Flood? Conservation	Site 1 back of church - Planning South of Chester Rd South of Springfield/Hollies – Better access	200 – built: 80 Planning permission – 105 – detailed
Affordability	People needing to move out Different types eg. Shared equity, affordable rent 12 Affordable in Knutsford Rd but local elements underwrid	Need for local, e.g. 80% of value, gradual, local approach local connections Mix within the development: 'pepper pot'	CW & C policies -local version -local connection
Type	-Successful flats in rural areas -Options for elderly – so they don't need to move out	-Yes? eg. Extra Care/ Sheltered – Staged - Invite specialist accommodation providers - Local need survey(Chris) 2012 >>Evidence - mix -BfL12 –evidence >Families need	-% Affordable (was 35%) -other options?
Size of Development	-Too high -Too 'same-y'	-Variety -Lower density to edges -Taller homes in core only	Character study BPL12
Other	-Size of house National design standards. -Parking/Access		

- Size/Character
 - Number of units, up to 30 within or adjacent to built up area
- Location
 - Criteria: brownfield 1st: within set distance; sensitivity...; accessibility... (test on known sites)
- Affordability
 - Local connection tie – perpetuity... (CW&C policy platform)
 - Choice... rental, market
- Type
 - Choice ... Local Needs Survey 2012
 - Will need updating (update, strengthen, more robust)
 - Number of beds
 - Family
 - Extra care



Green Group

	ISSUES	ASPIRATIONS	PARAMETERS
Location	<ul style="list-style-type: none"> - East side of village High Street (1/2 mile from centre) – Too far to walk? - West side access - Ribbon development - Compact - Close to village envelope 	<ul style="list-style-type: none"> - Growth in concentric circles around the village centre - Policy to support individual building on own land for own use - Brownfield priority over Greenfield 	<ul style="list-style-type: none"> - Topography. - Pavement access (constraints) - Traffic through the village - Dependant on which sites come forward
Affordability	How do we ensure we get houses built that local people can afford?	Website to capture ongoing housing need	Cost viability to developers <ul style="list-style-type: none"> - Continuous local survey results identified - Property agents input - Policy – afford local identity
Type	<ul style="list-style-type: none"> - Bigger houses/rooms to give people useable space - How do we get bungalows built ensuring all type and tenure aspects are catered for - Flats 	<ul style="list-style-type: none"> - Making use of existing buildings - Tenure blind (peppercorn policy) - Tenure type in perpetuity 	<ul style="list-style-type: none"> - Limit of buildings to a certain height to add character areas in relations to sky line views - Conversion of existing homes
Size of development	<ul style="list-style-type: none"> - Village residents do not want to see large developments - Reflect organic growth – based on 30 dwellings per hectare 	<ul style="list-style-type: none"> - Higher density rear to the village centre - Medium density – suburban - Low density further from the centre - Variety of density - 0-30 houses in each development - Incremental and organic growth - Exceptional circumstances could allow more (30-60) 	<ul style="list-style-type: none"> - 30 plus units must generate a different character area. - Contribution to infrastructure where appropriate
Other	<ul style="list-style-type: none"> - Derelict properties – flats above shops/parish hall - 'Build for life' – quality build conformity 'life time homes' - Alignment to 'Homes to life' - Houses to be eco-friendly 		

4. Built Environment and Rural Character

Yellow Group

	ISSUES	ASPIRATIONS	PARAMETERS/POLICIES
Location and Scale	Discussed in Houses for All		
Design of new buildings	-Height , no more than 2 storeys -Bungalows, only one story.	-Sensitive but open to contemporary./promote to a design aware developers -renewable energy Gateways -Slow traffic - Signage - Planting - Building	- Emphasise more in Policy BE5 -BfL12 - views -Apply to Malpas specific -Malpas character of no dorms in 1½ storey -Densities in line with character areas
Alterations	Skills for assessing application	-Need to be in keeping -Criteria, less subjective	
Design Quality BFL12		-Materials -Brick, sandstone, Cheshire railings where appropriate -Form: Set back - Street type: pavement, parking, planting	Local Interpretation
Character Buildings and Spaces	-Protection: spaces and wildlife -Poor rec. ground Play School sports Slope	-Flowers -Protecting character Left to village – committee –overlooked by new houses -Village green -Levels -Quality of play area -Another to cont	-VDG - character -Evidence: P.O.S -Policies: Quantities and Quality of space -Devs; contribute to space -A, S106: from a number of developments.
Other	-Wind turbines CW&C draft Local Plan says Malpas appropriate area	-Support renewable energy Heat pumps Community benefit Solar Personal use Assessment of large structures, wind potential	

Green Group

Group generally supported the TY draft policy section, with the following comments:

- Good local examples of sensitive design: Bell Meadow (at Tarporley and Pulford) and West Edge Lane (Great Budworth)
- Policy 1 should be tightened up (location and scale of development) – refer to Homes for All policies
- ‘Townscape’ should be explained – include a glossary
- ‘Ribbon development’ should also be referred to (and included in glossary)
- Key views should be identified
- Character Assessment – can be subjective if done by developers, refer to our Character Study more strongly – developers must respond to this and explain and how they have
- Consider creating new character areas where appropriate (i.e. developments over 30 units)
- Clarify hierarchy of ‘character areas’
- Aim for seamless transition at edges
- A criteria for sites should be used based on site matrix (in Homes for All section)
- Need to balance historic character of streets with need for wider roads
- Differences in roofline are important for character
- Alterations policy should include solar panels, wind generators etc
- Would be good to add a policy covering individual buildings in the countryside with high quality design in terms of innovation and sustainability
- Developments should be outward-looking for social cohesion
- There should also be something on buildings in the countryside responding to the established rural built form – i.e. farmsteads and courtyard buildings etc

The group identified the following Local character buildings for consideration:

- Character buildings should include all of High Street
- Cottages on Leech Land and Wigland Terrace (by footpath)
- Chapel of Rest in the Cemetery
- Outer buildings by the ‘triangle’ of roads (see plan)
- Belle Vue Farm
- Pumping station in Overton
- St Joseph’s (currently being restored for apartments)
- Police station (for historical/community reasons)

Archaeology – needs to pick up identified features and local knowledge, i.e:

- Historic sandstone quarries (currently have wildlife value)
- Roman Road (considered alignment)
- Burgage plots

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DAY TWO

Group Composition

Yellow Group

Jim Fox (IBI TY)
Chris Whitehurst (Malpas Parish Council)
Ilene Hoyle (Malpas Resident)
Ann Wright (Malpas Ward Councillor)
Carol Broad (Malpas resident)
Rachael Abbott (Malpas resident)
Tina Barnett (Overton Parish Clerk)
Trevor Parker (No Man's Heath NP Representative)

Green Group

Simon Peake (IBI TY)
John Webb (Chairman, Malpas Parish Council)
Fiona Dudley (Malpas resident)
Linda Sharp (CW&C Planning Policy)
Edd Snell (CW&C Landscape)
Anne Sharrott (Malpas resident)
Karen Meredith (Meredith's Coaches)

Michael Kitching (SK Transport) attended both groups during the afternoon sessions



5. Services and Facilities

Yellow Group

	ISSUES	ASPIRATIONS	PARAMETERS
Strengthening Hub	<ul style="list-style-type: none"> -School expansion (High School) +210 pupils - Sports club lack of playing fields -Land and finance required -11 shops exist (3/4 vacant) -How to increase footfall -Additional car parking (funding and location) 	<ul style="list-style-type: none"> -Bank open 5 days -Strength of the high street -Identify niche for Church St <ul style="list-style-type: none"> - Connection to St Oswalds -Gastro pub -Conservation enforcement. Officers to support community 	<ul style="list-style-type: none"> -Finance -Encouraging business -Maximising potential -Enforcing decent condition of buildings
Addressing increased demand	<ul style="list-style-type: none"> -Jubilee Hall not fit for modern purposes – outdated and upside down -Section 106 monies being clawed back if not used within 5 years 	<ul style="list-style-type: none"> -Tourist information point -Jubilee hall – Trustees/Hall serving the community effectively <p>SHOPPING LIST IN THIS SECTION</p>	<p>CIL: 25% if NP exists 15% if no NP</p> <p>New homes bonus (£1200) per home. Uncertain not statutory</p>
Addressing current shortfalls	<ul style="list-style-type: none"> -Restricted access to library -Lack of play fields for sports club and Alport School (junior) -Education/ Understanding of owners of shops (rates/rent) --Facilities for visitors: Good public toilets -No disabled access at post office -Lack of fuel -Lack of hardware shop 	<ul style="list-style-type: none"> -Location of community cafe -A library in the village centre accessible by older population -Places to eat, drink, toilets 	<p>Finance policy to support a range of facilities for the village shortfall</p> <p>Pavements – business use (i.e. cafes)</p>
Improving leisure and recreation	<p>Poor facilities for young and elderly in the village</p>	<ul style="list-style-type: none"> -Construction of Astro turf at Heber School -Playing fields for Alport School -Playing fields for Malpas sports club -Sufficient funding and volunteers to run Young Persons Centre -Increased access to library 	<p>Policy that asks developers to fund extra playing fields</p> <p>PRIORITY: Jubilee Hall/ Community Space Recreation Ground Young and Older people's facilities</p>

Green Group

	ISSUES	ASPIRATIONS	PARAMETERS
Strengthening Hub	<ul style="list-style-type: none"> -Empty shops -Footfall -Congestion -Parking -Size of catchment area -Choice: People leave village to go to other towns -Large supermarkets in other towns -No browsing shops -Supermarket? 	<ul style="list-style-type: none"> -Better support local businesses -Retain and expand -Better parking -Focus new retail development to High St/Church St -Diversity of shops -Protect retail frontages 	
Addressing Increased Demand	<ul style="list-style-type: none"> -Increased footfall -Increased demand -Increased traffic congestion -Increased demand for parking spaces -Fire/Police/Ambulance -Primary health in community 	<ul style="list-style-type: none"> -More people to walk or cycle to village -Walking 'buses' to school -Section 106 / CIL (large scale developments) 	<ul style="list-style-type: none"> -Through traffic -Identify <u>shopping list</u> and priority and evidence -Changing models of provision -Addressing cumulative impact
Addressing current Shortfall	<ul style="list-style-type: none"> -GP capacity -School capacity expanding -Utilities capacity -Tourism and publicity 	<ul style="list-style-type: none"> -Increased GP service -Maximize potential of high street 	Traffic consequences of school expansion
Improve Leisure and Recreation	<ul style="list-style-type: none"> -No food pubs in village -Sports pitches and changing rooms -Recreation field -Allotments -Swimming pool (private facility located at Heber School?) 	<ul style="list-style-type: none"> -Better evening economy + food & drink -Improve recreation -Allotment provision (proposed) -More children's play areas -Primary school has no play ground currently 	

6. Supporting the Local Economy

Yellow Group

	ISSUES	ASPIRATIONS	PARAMETERS/POLICIES
New Employment Sites	-Evidence of local people work location -Prospect House/Old Hall -Convenience stores -Coach firms -School – Auxiliaries (see ACRE for data)		
	-Parish hall -Offices permission exists Hot working office space (50% occupancy at Hampton)	-Extended equine and agricultural business -Business park status for Hampton -Reuse of Doctors site as Business/Office	-Encourage new business employment site -Criteria based assessment of work/employment sites
Village Centre Businesses	-Some Shortfalls -Hardware -Wet fish -Fuel -Inward looking -How would village cope with more traffic impact for increased employment sites -Cost of existing office and shop rentals	-Local business being out looking / doing market research -Raise aspirations High	
Supporting tourism	Refer to services and facilities	-Information point for tourism -Disabled access to village shops/attractions -Cheese making history (7 within 1 mile) -Cheesy pubs -Outdoor visitors centre	Policy to support “New experience in local area” “Crocky Trail”
Home Working / Broadband	Not sufficient evidence to understand community response	-Fibre optic connection to the BT Open Reach access point -Extra room in homes to provide home office accommodation	90% of rural areas will be covered by superfast broadband by 2015 Doctors’ site: -Re-use

16-17 SEPTEMBER 2013

Green Group

Existing Employment

- Nursing homes / Care homes
- Retail
- Schools
- Doctors
- Facilities
- Coaches / Meredith's
- Churches
- Photographers – Nick / Take Two
- Nursery
- Sole traders – Working from home
- Home working
- Hampton Industrial Estate (Corbett's, Edgemere, Barlow's, Miles Macadam)
- Cheese factory
- Vets
- Blake's / Butchers
- Equestrian (eventing, point to point, breeding, riding school)
 - Manor farm
 - Tushingham arena
 - Lord Darsbury Harthill Stud Racing
- B & B
- Sports Club
- Home workers
- You media – High St – Print + Web
- Farm / Contractors (How many farms in NP area)
- Hawke's Electrical (renewable energy) – Church Street
- Social care / Home care
- Events and Social (Malfest etc.) Tourism



Green Group - Supporting the Local Economy

	ISSUES	ASPIRATIONS	PARAMETERS
New Employment Sites	<ul style="list-style-type: none"> -Links to Hampton on Heath parish rooms – Near church (permission for offices) -Start-ups Office / meeting rooms 	<ul style="list-style-type: none"> -Support small scale office / Employment development to support businesses 	<ul style="list-style-type: none"> -Access -Transport (+Public) -Parking -<u>Flexible rents / rates</u> -Residential amenity -Re-use of existing buildings -Active frontage policy if in retail core village (Subject to vitality and viability % of retail)
Village centre Businesses	<ul style="list-style-type: none"> -Spaces above shops – Businesses / Homes 		<ul style="list-style-type: none"> -Business growth/ expansion -Progression -Encourage them to stay in the area
Supporting Tourism	<ul style="list-style-type: none"> -Cyclists -Walkers/Ramblers Equestrian -Tourist information -Food and drink offer events -Pubs/Restaurants -Farmers market -St Oswald's church/ Historic buildings 	<ul style="list-style-type: none"> -Bishop Bennet Way -Specialist tourism -Boxing Day hunt -Expand markets – Outside? Location? 	<ul style="list-style-type: none"> -Promotion -Accessible walking opportunities -Bridle paths -Suitable site
Home-Worker / Broadband	<ul style="list-style-type: none"> Support technology 	<ul style="list-style-type: none"> -Superfast broadband -Mobile phone reception -Phone masts- design / disguise 	

7. Transport and Communications

Yellow Group

	ISSUES	ASPIRATIONS	PARAMETERS
Traffic Impact	<ul style="list-style-type: none"> -Hot spot in terms of High St and Church St. Chester Road school -Fire engine unable to exit site when parking clogs up at primary school. -U turns at the junction of Chester road and High street 	<ul style="list-style-type: none"> -Robust travel plans for two schools -People behavior - in a considerate manner <p>Chester Road/Well Street link: <u>Pro</u> – Ease congestion on Chester Rd/ High Street. Integrate new development sensitively with existing. <u>Con</u> – Could create rat run. Only street traffic flow alterations required.</p>	
Parking New Development / On Street	<ul style="list-style-type: none"> Parking on Chester Road junction/High street 	<ul style="list-style-type: none"> -Opportunities for obtaining extra car parking / road alterations during development of school/housing. -Enforcement of parking restrictions Car park at bottom of Rec -Car park opportunities at back of High Street -BT land develop as car park 	<ul style="list-style-type: none"> -Policy for contribution for car parking in village. Car park evidence: High Street car park. -High Street park restriction - evidence
Ped / Cycle / Bridle Recreational / Direct	<ul style="list-style-type: none"> -Continuous pavements Church Street -Lack of pavements -11 safe cycle lanes -Disabled access around village pavements -Shared space development -Quality pavement required 	<ul style="list-style-type: none"> -Pavement extensions down church street -Safe routes to the village centre for cycles/pedestrians -Chester Road including a separate cycle lane 	<ul style="list-style-type: none"> -Continuous pavement access to the village -Building for Life policy applied to village
Public Transport	<ul style="list-style-type: none"> -Poor services to Chester, Wrexham, Crewe, Whitchurch -Education of people to use public transport -More buses around peak times –early morning/ late evening 	<ul style="list-style-type: none"> -Express and ‘wiggly’ service -“rural regeneration” strategy being delivered. -Free bus passes -Shuttle bus – usage -Convenient time service -Village rural plan -Electric community vehicle 	<ul style="list-style-type: none"> -Contribution to fund public transport service -18% people in village don’t own a car -Travel Plan framework for Village, new development to contribute to

Green Group

	ISSUES	ASPIRATIONS	PARAMETERS
Traffic Impact	<ul style="list-style-type: none"> -A41 – Closest trunk road -Narrow rural lanes and village roads -Pedestrian difficulties -Delivery wagons -Farm traffic -width of coaches -emergency traffic – Fire engine/ ambulance 	<ul style="list-style-type: none"> -Improved traffic flow through the village/ vs. speeding through village -Slow traffic for safety especially by schools -enforcement -Easy to stop and park -One way options? -Link roads 	<ul style="list-style-type: none"> -Link road cost and delivery options -Rat runs -Safeguarding link road sites/ access -Land ownership
Parking New Development / Onsite	<ul style="list-style-type: none"> -Bin lorries -High street – both sides' residents and shop owners/visitors. -Small car parks -Parking enforcement -<u>Visibility</u> -Junction – Londis -School drop off / pick up -Parking on junctions -Road rage 	<ul style="list-style-type: none"> -More parking -Residents parking on High St/Church St -Better management of on street parking -shoppers / visitors car park -Business/shop parking - Delivery wagons – times related -Identity aspiration for shoppers car park 	
Ped /Cycle / Bridle Recreational / Direct	<ul style="list-style-type: none"> -Pavements -Speed of drivers -No non road cycle ways -No cycle storage in village -Safety on narrow roads/rural -Parking on pavement 	<ul style="list-style-type: none"> -Cycle and walking routes to village centre -Gateway signage and raised platform to highlight pedestrian priority to pedestrian. 	<ul style="list-style-type: none"> -Cameras for speed -Road safety concerns -Green lanes? Investigate -Inadequate=less than hourly bus service
Public Transport	<ul style="list-style-type: none"> -2 bus services –A41 shuttle bus -Don't support community -Very infrequent -Slow journey times -Not conducive for workers – in and out 	<ul style="list-style-type: none"> -Car sharing schemes data base -Rural regeneration strategy -Fast link buses to Chester -Superfast broadband required 	<ul style="list-style-type: none"> -Section 106 – Bus stops -Village travel plan -‘Define’ good travel link -Publicity for bus timetables (repeated regularly)

8. Protecting the Natural Environment/ Our Place in the Landscape

Yellow Group

	ISSUES	ASPIRATIONS	PARAMETERS/POLICIES
Key Views	<ul style="list-style-type: none"> -Subjective -Important views into and out of village -Looking in / looking out -Require map for sensitive views 	<ul style="list-style-type: none"> -Consultation view / Support from residents -Shared TY landscape assessment matrix 	Policy evidence / criteria
Green Spaces	<ul style="list-style-type: none"> - Some exist, more required 	<ul style="list-style-type: none"> -Maintain what we have -Create new ones /corridors -Each developer to contribute 	<ul style="list-style-type: none"> -Contribution to green space construction -Build on local green space designation
Planting		<ul style="list-style-type: none"> -Gateway nature species planting Views enhanced -Protection of native hedge rows and existing habitats – Lychetts -Creating new quality woodland -Building for Life 12 guidelines 	Contribution from developer
Renewable Energy	<ul style="list-style-type: none"> -Wind farm turbines No local benefit -Renewable energy is positive -Solar panels in homes -Grey water collection 	<ul style="list-style-type: none"> -Ridge tiles, solar panels, ground heat sources (used instead/ before wind turbine) <p>Wind Turbines</p> <p><u>Pros</u></p> <ul style="list-style-type: none"> Free electric Potential benefit for village <p><u>Cons</u></p> <ul style="list-style-type: none"> No benefits to village Visual impact Is there a case for WT around Malpas? 	<ul style="list-style-type: none"> -Alignment with draft local plan policy -Test the policy - what type -Welcome development that includes solar panels? -CSH code for sustainable homes (code 3-4)
Lighting	<ul style="list-style-type: none"> -Light pollution from development 	<ul style="list-style-type: none"> -Sensitive lighting equipment -Low profile/ Intensive -Time driven 	
Archaeology	<ul style="list-style-type: none"> -No list of potential assets or sites -Landscape assessment -Roman roads (to east?) Lychetts -castle motte -Dimelow pit ancient village tip 	<ul style="list-style-type: none"> -Evidence from Adrian -To determine appropriate location for wind turbine 	<p>Policy?</p> <p>Levels of evidence before any development</p>

Green Group

	ISSUES	ASPIRATIONS	PARAMETERS
Key Views	<ul style="list-style-type: none"> -Preserve views -Conservation area -Improve edges -Tree belts and sunken lanes -Tranquillity -Visual sensitivity – church and village -Natural England – too broad bush 	<ul style="list-style-type: none"> -Local assessment Chester City 1990 -Landscape quality and values -Views in and out of village -Rural areas- Landscape character -Positive contribution to character 	<ul style="list-style-type: none"> -Preserve and improve hedge rows and trees -Topography considerations -Sensitivity -Baseline assessment -Views of church and its setting
Green Spaces	<ul style="list-style-type: none"> -Not enough and poor quality -Habitats -Wildlife corridors -Public rights of way -Protected, publicised access -Shortfall / deficit 	<ul style="list-style-type: none"> -Quality and quantity -View points and benches -Accessibility –wheelchair and prams -Nature walks, green gym -Improved signage -Age groups 	<ul style="list-style-type: none"> -Protecting spaces -Natural space -Play space -Within walking distance of village
Planting	<ul style="list-style-type: none"> -Wildlife and habitats -Badger sets – protected woodlands/ hedge rows -Species list – Landscape character assessment -Plant database -Tree loss and replacement 	<ul style="list-style-type: none"> -Tree loss (2 for 1 replacement, low category (less than A and B cat) -Hedgerows -Ponds, meres and moes wetlands -SUDs and balancing ponds –habitat -Properly designed play space 	
Renewable energy	<ul style="list-style-type: none"> -Tall structures -Infrastructure -Eric Pickles statement July 2013 	<ul style="list-style-type: none"> -Support principle of renewable energy while protecting and enhancing established landscape character -Protecting views - Vital 	Acceptable when?
Lighting	<ul style="list-style-type: none"> -Light pollution -Street lights – Time related over night (12-5am?) -Sprawling, suburbanisation – impact of 	<ul style="list-style-type: none"> -Needs to ensure personal safety, without being high poles or bright lights -Movement detectors 	
Archaeology	See Built Environment section		

Conclusions

The two-day workshop proved to be a successful and valuable exercise. It was felt that it fulfilled its original aims and purpose, by accelerating the plan-making process and establishing consensus and ownership of the Plan amongst attendees. Crucially, the outcomes described above will form the basis of the policy content, alongside the previous work undertaken by the Steering Group. In addition to the policy content the workshops also helped the Steering Group to articulate a series of local priorities and aspirations. These can also form part of the Neighbourhood Plan, as supplementary content.

The involvement of IBI Taylor Young helped the group to better understand the parameters of effective policy-making. Michael Kitching and Edd Snell provided useful specialist guidance on transport and landscape respectively. Linda Sharp provided vital guidance on the scope of appropriate, adoptable policies and their integration with the emerging Local Plan. The next step will be to draft the policy sections of the Plan, which will then be reviewed before a Draft Local Plan is formally circulated for community consultation.

The Neighbourhood Plan policies must be supported by a strong evidence base. Much of this is already in place, whilst some areas require further identification and development. There were also complementary actions identified during the sessions which lie outside the scope of the Neighbourhood Plan preparation but which would also benefit the aims of the Steering Group.

In summary the following next steps need to be picked up by the Steering Group.

As part of the Neighbourhood Plan-making process:

- Draft vision and objectives
- Draft policy sections
- Update and expand Housing Needs Survey
- Review list of Character Buildings and Spaces from draft Built Environment section
- Formulate 'wish list' of community facilities improvements, with evidence
- Review other evidence base requirements to support all policies
- Continue wider consultation, and evidence this with Consultation Statement

Complementary non-NP actions:

- Prepare draft Village Travel Plan (including car share database)
- Engage with the owners of the Jubilee Community Hall
- Promote action to address derelict buildings and better conservation of historic buildings
- Better promotion of tourism and visitor opportunities
- Explore opportunities to expand farmers market, potentially with outdoor site
- Promote better use of bus services to support expansion in frequency
- Understand proposals for Recreation Ground
- Progress aspiration for allotments



The fantastic view from the Success Factory

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



MALPAS NEIGHBOURHOOD PLAN

TRANSPORT & ACCESS REVIEW

Draft For Comment

DOCUMENT CONTROL

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PLANS

- Plan 1:** Location Plan & Facilities
Plan 2: Public Transport Routes

1.0 INTRODUCTION AND SCOPE OF WORK

Background

- 1.1 SK Transport Planning Ltd (SKTP) has been appointed by the Malpas Neighbourhood Plan Forum (MNPFF) to undertake a Transport and Access Review (TAR) for the village. The review considers access opportunities and constraints for all modes of transport to, from and within the village and outlines opportunities for improving access for all. This information will be included in the emerging Malpas Neighbourhood Plan.
- 1.2 At this stage the review has concentrated on the built area and immediate environs of the village, as shown in **plan 1**. Access by sustainable modes of transport to other key destinations has also been considered.
- 1.3 This review has been prepared drawing on a raft of local knowledge gathered from workshop events held with the forum. At this stage no technical assessment has been made of baseline traffic conditions, or the impact of the proposed residential development proposals on the surrounding highway network. The findings from this review do not preclude this detailed modeling work taking place, which would allow both junction and highway link capacity assessments to be assessed.
- 1.4 This TAR is seen as a key element of the Malpas Neighbourhood Plan, and forms a sound technical baseline review of transport and access conditions in the village. It also identifies opportunities to improve conditions for existing residents, shoppers, workers and visitors. These measures will also offer betterment to new residents in the village, should proposed development sites proceed through planning.
- 1.5 **Section 2** of this review provides an overview of existing traffic and transport conditions. Evidence gathered from the Neighbourhood Plan workshops is included in this section, along with transport policy recommendations from the emerging Neighbourhood Plan. This section also identifies potential traffic and transport measures that future development in and around the village could contribute towards.
- 1.6 **Section 3** provides a framework for a village Travel Plan, which should be implemented as soon as possible. Having an established village Travel Plan also provides some economies of scale in terms of costs to all those who are involved in its use, as well as giving prospective developers a framework to input into as opposed to a number of smaller, standalone Travel Plans being implemented.
- 1.7 **Section 4** provides a summary of the measures and policies that should be taken forward as part of the Neighbourhood Plan.

2.0 EXISTING TRANSPORT CONDITIONS

- 2.1 Malpas is located on the main Roman Road to London (Watling Street) and as a consequence owes much to its historic commercial role as a stopping point for this long distance journey. Whilst Malpas still has to accommodate significant volumes of through traffic it does benefit from not having a strategic north/south route through its centre; the A41 between Whitchurch and Chester accommodates this through traffic and is located circa 2.5km east of the village.

A Strategic Location

- 2.2 The village is located on a strategic east/west corridor from the A41 towards the A525 and on to Wrexham. As with many medieval towns the historic road structure is not suited to the volume and size of through traffic. With two B classification routes passing through the village centre (the B5069 Wrexham Road/Chester Road) and the B5395 (Tilston Road/Oldhall Street) relatively normal day-to-day activities such as deliveries to businesses, HGV access and bus/coach manoeuvres can have a profound effect on the free-flow of traffic through the village.
- 2.3 This is exacerbated by the staggered crossroad highway layout in the centre of the village; any physical restrictions on the strategic routes within or through the village can lead to congestion and delays for all road users. With Malpas being located in a rural area these highways also have to regularly accommodate farm vehicles, including tractors and trailers.
- 2.4 An example is at the junction of the High Street and the B5069 Church Street (see adjacent photograph) where the combination of a give way junction, changes in horizontal and vertical alignment of the carriageway and an acute right turn bend from Church Street onto Oldhall Street makes vehicle manoeuvres challenging.
- 2.5 Geometric alignment issues with the existing carriageways are hampered further with motorists parking in locations which already have limited or no waiting restrictions (single or double yellow lines).
- 2.6 Other key pinch points on the highway network include the entire length of the High Street from Church Street north to the junction of Chester Road. Whilst the junction of Chester Road and the High Street benefits from yellow lines restricting parking on the approaches to the junction it is common for these to be parked on, restricting intervisibility for pedestrians crossing at these points.
- 2.7 Parked vehicles in this location also restricts access for larger delivery vehicles, farm vehicles and buses/coaches using this route. This causes congestion and delay at these key nodes on the highway network.



Walking and Cycling Access

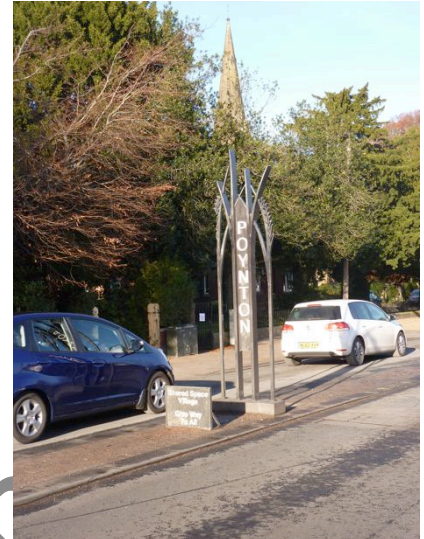
- 2.8 As is typical in many historic towns and villages access on foot and by cycle is often limited by the topography and layout of historic buildings. Malpas is no different, with many of its footways and public footpaths having to deal with changes in levels, limited space to deliver footways that can accommodate wheelchair or pushchair access and are appropriately lit to encourage their use at night.
- 2.9 Access on foot and by cycle is compounded by the narrowness of many of the historic routes in the village. As many roads date from mediaeval times they simply were not designed to accommodate vehicular traffic and pedestrian movement.
- 2.10 As shown in the adjacent photograph taken on the



northern side of Church Street the competition for space between pedestrians and motorists is at times critical. The combination of narrow footways, historic steps and ledges to access properties and businesses, combined with narrow carriageway widths and high demand for on-street parking creates an unsatisfactory environment for all road users. Yet this conflict between pedestrian, cycle and vehicles is commonplace around the historic areas of Malpas, and requires a radical solution to address.

- 2.11 Many of the historic routes in and around Malpas would have been first iterations of the principles of 'shared space', where pedestrians mingled with horse and cart traffic without any segregation or delineation of routes. In the 21st century the type and volume of vehicular traffic has significantly increased, which creates pinch points in the village making walking and cycling unattractive.

- 2.12 Providing for the competing demands of traffic volumes, associated on-street parking, access for pedestrians and cyclists whilst maintaining and enhancing a quality pedestrian environment is a challenge within the village. Strategies have been delivered successfully elsewhere in the north-west.



- 2.13 The attached photographs show the recently introduced shared space scheme in Poynton, Cheshire. Although the scheme has been implemented in an area that has far more space between buildings to accommodate a radical scheme, the principles of shared space could be carried over to Malpas in a similar way.

- 2.14 The principles of the shared space scheme would be carried over in a similar manner, with motorists informed as they enter the shared surface area that they have to give way to all other road users, and that more vulnerable road users (such as pedestrians and cyclists) have equal right and priority to use the space as vehicular traffic. In the centre of Malpas existing vehicle speeds are predominantly low, so the first hurdle of managing driver's behaviour (in terms of speed) is potentially addressed.

- 2.15 Consideration should be given to promoting a shared surface scheme from the junction of the High Street with Chester Road south to the junction of Oldhall Street with Well Street. The shared surface concept could also extend westwards along Church Street to the junction of Church Walk.



- 2.16 With regard to cycling facilities whilst the village benefits from being located on National Cycle Route 70 there are limited facilities in the town to encourage leisure cyclists to dwell in the village and use the local facilities.

- 2.17 The lack of cycle parking in the village, coupled with the limited refreshment offer does little to encourage Malpas as a defined cycling stop. In addition the limited off-road cycle routes and bridleways in the immediate area limit the village as a destination for off-route leisure cycling.

- 2.18 Whilst the current cycling offer is not strong there are a number of 'quick wins' that should be promoted. The promotion of the village as a welcoming cycle

staging location through engagement with the Council's cycling officer (as well as representatives from Sustrans) should be prioritised.

- 2.19 In addition the identification of a number of local leisure cycle routes using quiet lanes could also be promoted. With the nearest railway station at Whitchurch being 6 miles from the village this allows more active leisure cyclists from further afield to access and enjoy the village and surrounding area.
- 2.20 Promotion of the village to local and national cycle clubs should also be promoted, starting with engagement from the Parish Council with groups such as the Cyclist Touring Club (www.ctc.org.uk).
- 2.21 This review has allowed the forum to prepare the following priorities and aspirations to improve walking and cycling in the village, as shown in **table 2.1**:

Item	Policies and Aspirations
Suggested Policy	New Developments should provide for safe, direct and attractive pedestrian and cycle routes, through the developments and into the Village Centre
Aspirations	Safe Routes to Schools, including the organisation of 'Walking Buses'
	Better signage of pedestrian/cycle/bridleway routes through the village and also on the surrounding rural lanes, with the promotion of 'Green Lanes' where appropriate
	Public realm improvements on the High Street to balance the needs of motorists, parking, cyclists and pedestrians and create a more positive pedestrian environment. This could involve physical measures to slow traffic through the village centre.
	Public realm improvements on Church Street to provide continuous safe pedestrian routes, whilst also respecting the significance of heritage assets
	Improve cycle parking in the village, as well as encouraging more cyclists to visit the area through promotion through cycle groups and CWaC
	Improved pedestrian and cycle routes into and around the village centre

Table 2.1: Walking & Cycling Policies and Aspirations

Public Transport Services

- 2.22 The village has a large rural catchment with a limited public transport service. Bus services are very limited within the Neighbourhood Plan area. The service 41/41A Chester to Whitchurch service routes through the village, but only provides a limited service to the village centre, with no service on a Sunday.
- 2.23 **Table 2.2** provides a summary of this bus service to the village. The route is also shown on **plan 2**.

Service	Operator	First Weekday Bus	Average Daytime Frequency	Last Weekday Bus	Route
41/41A	Helms of Eastham	0750	1 bus every 2 hours	1530	Chester – Christleton-Waverton – Tattenhall – Broxton – Malpas – Whitchurch

Table 2.2: Existing Bus Service to Malpas Village

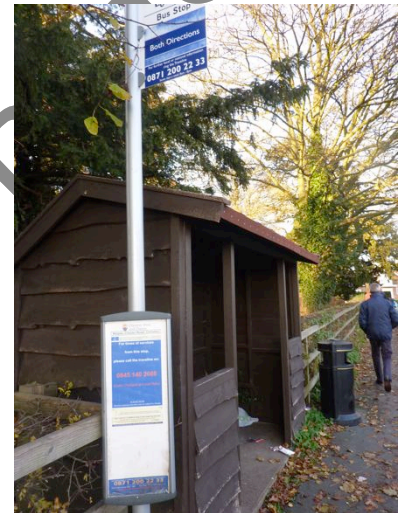
- 2.24 With a two-hour headway and last weekday bus leaving the village at 1530 this mode of transport is of very limited use to residents and visitors who are making a journey for anything other than a leisure trip.
- 2.25 As would be expected in a location where there is a limited bus service the bus stop facilities are also limited. They offer little in the way of facilities and information to encourage potential passengers to use the facility. **Table 2.3** provides a review of the existing stop locations and facilities.

Bus Stop Location	Bus Stop Flag/Sign	Bus Timetable	Bus Contact Information	Bus Shelter	Seating	Level Access	Lighting	Obstructions	Other Comments
Springfield Road nr Well Street Junction	No	No	No	No	No	Yes	One Side	No	This is an Unofficial Bus Stop
Springfield Road (Top)	One Side	No	No	No	No	No	One Side	No	-
High Street (Near Public Houses)	Yes (Faded)	No	No	No	Yes	Yes	No	No	Understood to be maintained by the Parish Council
High Street (Jubilee Hall)	Yes	Yes	Yes	No	No	Yes	No	No	Bench is not part of the Bus Stop
Chester Road Alport	Yes (Blank on one side of Road)	No	One Side	No	No	One Side	One Side	No	Bus stops not opposite, as no footpath opposite Alport
Chester Road	Yes (One Side)	No	One Side	No	No	One Side	One Side	No	-
Chester Road Cemetery	Yes (One Side)	No	Yes	Yes	Yes	No	No	Bin in Footpath adjacent to bus shelter	Understood to be a Parish Bus Shelter

Bus Stop Location	Bus Stop Flag/Sign	Bus Timetable	Bus Contact Information	Bus Shelter	Seating	Level Access	Lighting	Obstructions	Other Comments
Chester Road Heber	Yes (One Side)	No	No	No	No	Yes	Yes	No	-

Table 2.3: Existing Bus Stop Locations and Facilities

- 2.26 **Table 2.3** confirms that there are a number of deficiencies with the existing bus stops in the village. As part of any improvement strategy to bus services in the locale there will also be a need to improve these stops in terms of shelters, timetable information and seating.
- 2.27 The limited connections that bus service 41/41A offer to the nearest rail station in Whitchurch also subdue this mode of transport for commuting trips. With this railway station 6 miles from Malpas any commuting trips by rail will be undertaken by car to the station (known as 'rail heading').
- 2.28 With limited public transport services there is a consensus that additional communication measures to reduce the need to travel should be promoted. Such measures would provide a sustainable alternative to travel by the private car, which will ultimately reduce the need to travel.
- 2.29 This aspiration is reflected in CWaCs aspiration to roll out the provision of superfast broadband to rural parts of West Cheshire.
- 2.30 **Table 2.4** provides a summary of the public transport policies and aspirations prepared by the Forum.



Item	Policies and Aspirations
Suggested Policy	New Developments should provide for safe, direct and attractive pedestrian and cycle routes – through the developments and into the Village Centre
	Better publicity and promotion of bus services to encourage greater use by residents, which will support improvements in services
	Improved bus stop facilities, including shelters, timetable information and DDA compliant access
Aspirations	More frequent bus services and routes that serve village residents

Item	Policies and Aspirations
	Superfast broadband connectivity

Table 2.4: Walking & Cycling Policies and Aspirations

On and Off-Street Car Parking

- 2.31 The village benefits from two free car parks for use by residents, shoppers and visitors. The first car park when arriving into the village from the north-east is the fire station car park accessed from Chester Road. This has 19 parking spaces and benefits from direct pedestrian access south onto Leech Lane which then links west towards the High Street.
- 2.32 The village benefits from a second car park accessed from the High Street, which provides 35 car parking spaces. No disabled parking is available in this or the fire station car park, although there is some disabled parking in the private parking associated with the Jubilee Hall.
- 2.33 Both the highway and pedestrian signage to these car parks is poor. There is very limited signage for motorists advising them of the fire station car park when they approach the village via Chester Road. Once at the car park visitors have limited information to orientate themselves towards the High Street; a pedestrian wayfinding scheme should be considered to orientate visitors towards the village centre.
- 2.34 In addition improvements to the pedestrian links from these car parks to the village centre should be prioritised. The adjacent photograph shows the existing pedestrian route to Leech Lane is not wide enough to accommodate a wheelchair user or double pushchair.
- 2.35 The lack of footway from the fire station car park northwards onto Chester Road should also be prioritised, as this route has a heavy parent and pupil pedestrian flow at the start and end of the school day.
- 2.36 At the workshop sessions the forum felt that there is a need for more off-street car parking facilities in the village. This includes the need for provision for disabled and elderly residents and those with young children, and especially in the village centre. The forum understands that improvements to the High Street car park WCs will also involve providing some disabled parking in this car park.
- 2.37 There is anecdotal evidence from site visits that indicates that the level of indiscriminate on-street parking also leads to congestion and delays to all road users in the village.
- 2.38 With the majority of on-street



parking not having maximum stay limits there is a temptation for residents and retailers to park for long periods of time in those spaces which are the most attractive for shoppers and other short-stay parking. Whilst there are some on-street bays with 45-minute maximum duration of stay this time period is generally ignored.

- 2.39 Examples of vehicles parked on junction radii, or on single or double yellow lines are commonplace in the village, and measures should be considered to either improve enforcement or undertake a wholesale review of all signing, lining and associated Traffic Regulation Orders (TROs) in the village.
- 2.40 There are a number of local attractions that require additional car parking. Examples such as the GP surgery on Old Hall Street at times generates parking on the adjacent public highway. Other examples include St Oswald's Church, which has very limited parking and residential properties in the village centre which have no dedicated off-street parking. Locations where these residential properties have limited or no off-street parking are on the High Street, Tilston Road, Church Street and Wrexham Road.
- 2.41 The Heber secondary school generates significant levels of on-street car parking on Chester Road at the start and end of the school day. Whilst Chester Road is of sufficient width to accommodate this car parking congestion arises on narrower sections to the east when vehicles are parked without passing places on the northern side of the carriageway.
- 2.42 The constant parking pressure in the village indicates that there is a need to provide additional off-street parking that can be used for retail/employment use during the working day. This parkin would also be available for residential use in the evening and weekends. In order for residents to use this there is a need for the facility to be located close to their residential properties, well lit and offer security in terms of passive surveillance.
- 2.43 Any increase in off-street parking provision needs to be balanced with a comprehensive review of the on-street parking and waiting restrictions, coupled with a significant uplift in parking enforcement. The current position of very limited enforcement has created an environment where motorists park indiscriminately on junction radii and waiting restrictions, causing danger and inconvenience to other road users.
- 2.44 **Table 2.5** provides a summary of the parking policies and aspirations.



Item	Policies and Aspirations
Suggested Policy	Developers will be required to ensure that the travel and parking impacts of their developments are suitably addressed. This should be discussed from an early stage with CWaC Highways Officers and properly assessed through a Transport Assessment. Improvements should respond to the identified local priorities and should be discussed with the Parish Council
Aspirations	More effective enforcement of parking restrictions, especially outside Alport Primary School on Chester Road where unauthorized parking can impact on Fire

Item	Policies and Aspirations
	Brigade access
	Parking controls on the High Street to ensure short-stay parking remains available for shoppers and visitors
	Safe and convenient off-street residential parking spaces for existing properties that do not have off-street parking and where on-street parking causes congestion (for example on parts of Wrexham Road, Tilston Road and Church Street)
	An additional public car park in the village for shopper, visitor and residents use

Table 2.5: On and Off-Street Car Parking Policies and Aspirations

Highway Safety

- 2.45 The potential conflicts between the various road users can, on occasions create highway safety issues within the village and on key radial routes. Most notably access and highway safety issues arise during the morning and evening peak periods, as well as the start and end of the primary and secondary school day.
- 2.46 **Figure 2.1** is taken from the Crashmap website shows all the Personal Injury Accidents reported to the Local Constabulary from 2005 to 2012. This data confirms that whilst the overall number of collisions is typical within the village there is a cluster of 'slight' category collisions from the junction of Chester Road with the High Street south and then onto Church Street. It is also noted that the two fatal collisions occurred on radial routes into the village. Surprisingly there has only been one slight personal injury accident recorded close to the Heber School between the 2005 and 2012 time period.

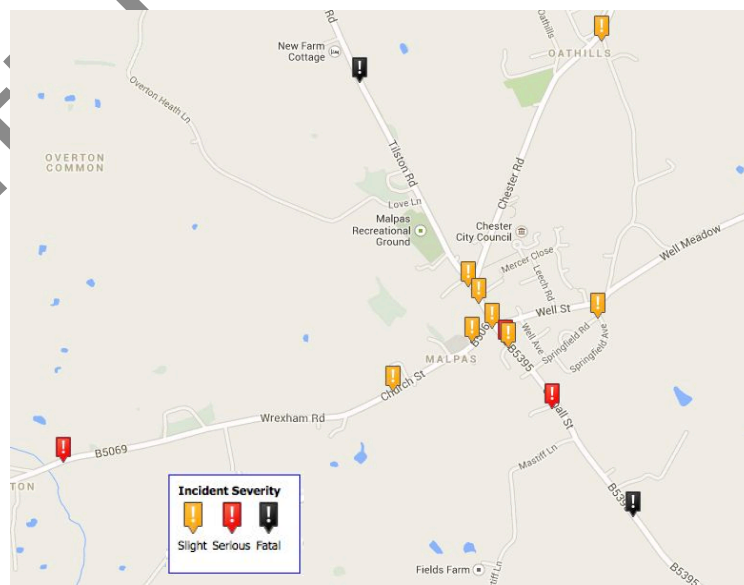


Figure 2.1: Personal Injury Accident Data (2005 to 2012)

- 2.47 With regard to speeding traffic the Chester Road has been identified as a route motorists exceed the speed limit. This is commonplace where the speed limit changes from 40mph to 30mph, as well as on the Wrexham Road into the village which is now subject to a new 40mph speed limit. At the time this review has been prepared the public highway from No Mans Heath will be subject to a new 40mph speed limit.
- 2.48 Feedback from the forum is that there is little or no enforcement of existing speed limits on the public highway both in and around the village. This is surprising as the Parish Council's speed survey results (undertaken in 2010) revealed that 45% of vehicles entering or leaving the village are exceeding 40mph in the 30mph speed limit area.
- 2.49 **Table 2.6** provides a summary of the policies and aspirations that relate to improvements to highway safety.

Item	Policies and Aspirations
Suggested Policy	Any new developments should be designed to deliver safe access onto the adjoining public highway, and to adequately mitigate any adverse impacts that additional traffic may have on the village and surrounding area
Aspirations	More effective enforcement of parking restrictions, especially outside Alport Primary School on Chester Road where unauthorised parking can impact on Fire Brigade access
	Safe Routes to Schools, including the organization of 'Walking Buses'
	Public Realm improvements on High Street to balance the needs of motorists, parking, cyclists and pedestrians and create a more positive pedestrian environment. This could involve physical measures to slow traffic through the village centre.
	Improved pedestrian and cycle routes into and around the village centre
	Parking controls on the High Street to ensure short-stay parking remains available for shoppers and visitors
	Safe and convenient off-street residential parking spaces for existing properties that do not have off-street parking and where on-street parking causes congestion (for example on parts of Wrexham Road, Tilston Road and Church Street)

Table 2.6: Highway Safety Policies and Aspirations

The Rural Highway Network

- 2.50 Evidence from the forum workshop sessions confirms that whilst the rural highway network surrounding the village is attractive the combination of national speed limits, lack of street lighting, high hedgerows and limited verge widths makes these routes unattractive for pedestrians, cyclists and horse riders. Many representatives at the workshops gave examples where these rural lanes are used

as rat-runs by motorists to avoid travelling through the centre of the village. Consideration needs to be given to measures to either discourage or prohibit rat-running traffic on these routes.

- 2.51 Historically consideration has been given to improvements to Logans Lane on the eastern side of the village to create a formal secondary access to the village from Chester Road. This route is already identified for 'access only', and is known to be used by some residents as a rat-run out of the village. However, the lane is little more than 3m wide along its length from the lane linking to Well Meadow north to Chester Road.



- 2.52 Any improvements to this lane to deliver two-way working would have a significant impact on existing hedgerows and would urbanise an attractive lane that is used by pedestrians to access The Heber School from the eastern side of the village. Based on this it is logical to give pedestrians and cyclists greater priority on this route by downgrading or even limiting through traffic along this link.

- 2.53 The Forum has also given due consideration to the residential developments sites to the east of Tilston Road/Oldhall reflecting in their layout the potential for future link road provision to the east of the village. With the recent Planning Inspector's decision on the 140 unit residential scheme at Chester Road/Well Street (planning appeal reference APP/A0665/A/13/2193956) the forum consider it imperative that the development delivers the vehicular through route between Chester Road and Well Street. This link has the potential to ease congestion in the Village Centre, and when tied in to the Village Travel Plan could help to address traffic and transport issues and help overcome traffic barriers to development.

Item	Policies and Aspirations
Suggested Policy	Significant developments to the east of the village should consider the potential for a future link road either within their design or contributing towards an agreed scheme. This link road could ease congestion in the village centre.
Aspirations	A new link road to the east of the village (linking Tilston Road/Chester Road/Well Street) to ease congestion in the village centre
	Safe Routes to Schools on rural lanes, including the organization of 'Walking Buses'
	Creating safe and attractive 'Green Lanes'

Table 2.7: Rural Routes Policies and Aspirations

Summary

- 2.54 This section of the TAR highlights the importance of developers, the local authority and the Parish Council working together to enable a shared and comprehensive strategy to traffic and transport improvements for the village. This will ensure that the longer-term and cumulative effects of new development are considered at the outset and planned for accordingly.
- 2.55 Physical measures to address this may involve the provision of a link road in stages and/or the reserving of land to allow for its later provision. The Village Travel Plan, which is discussed later in this review will encourage sustainable travel. Highways officers at CWaC should consider the Forum's objectives when assessing relevant planning applications in the village.

3.0 THE MALPAS VILLAGE TRAVEL PLAN

Introduction

- 3.1 The Malpas Neighbourhood Plan Forum acknowledges that the village is under pressure from new housing development. The scale of these developments varies, but cumulatively the numbers of new residential properties could create a step-change in travel behavior unless suitable green travel measures are promoted to all residents living in the villages; these should not just apply to the end occupiers of the new properties built in the village.
- 3.2 With this in mind the forum has prepared a village-wide Travel Plan Framework (TPF) to be implemented by the village with support from CWaC. At this stage the measures are not fixed, and may be varied during the life of the Travel Plan. The TPF outlines the principals that will govern the final village travel plan and recommends best practice measures for improving accessibility and reducing the reliance on the private car.
- 3.3 Significant research has been undertaken by the Department for Transport (DfT) on the car trip reducing impact of travel planning and smart choice measures. This TPF includes measures that have been proven to give the best value for money and to maximise returns in terms of car trip reductions. As this is a voluntary TPF the measures outlined in this document will be delivered as and when funding and resources allow.

Policy Background

- 3.4 Recent government transport and planning policy statements have formalised guidelines for the production of travel plans. This TPF has been produced within this context. The following guidance has been referred to when formulating this document:
- White Paper on the Future of Transport 'A New Deal for Transport: Better for Everyone'
 - White Paper 'Cutting Carbon, Creating Growth'
 - The National Planning Policy Framework
 - The Department for Transport, Local Government & the Regions 'Walk In to Walk Out'
 - The Department for Environment, Transport & the Regions 'Preparing your Organisation for Transport in the Future: The Benefits of Green Transport Plans'

- The Energy Efficiency Best Practice Programme 'A Travel Plan Resource Pack for Employers'
- Department for Transport 'Making Travel Plans Work'
- Department for Transport 'Making Residential Travel Plans Work'
- Department for Transport 'Essential Guide to Travel Planning'
- Department for Transport 'Effects of Smarter Choice Programme in Sustainable Travel Towns'
- Department for Transport 'Smarter Choices – Changing the Way we Travel'
- Transport for Quality of Life 'Tools for Travel Planning in Urban Areas'

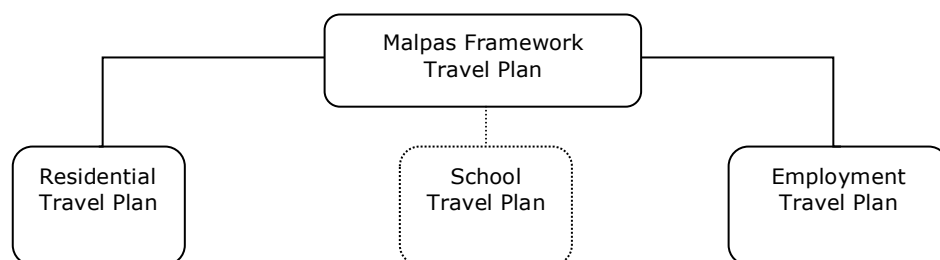
3.5 The following websites have also been referred to for examples of best practice:

- www.dft.gov.uk
- www.nbtn.org.uk
- www.greenerfleet.org.uk
- www.energyefficiency.gov.uk
- www.sustrans.org.uk
- www.transportenergy.org.uk/bestpractice

3.6 This TPF has been prepared in recognition of the importance of Government policy aimed at reducing the reliance upon the private car, as set out in the National Planning Policy Framework and previously in the now superseded 'Planning Policy Guidance 13: Transport' (PPG13) and 'Creating Growth, Cutting Carbon'. The overall aim of the TPF is to minimise the total travel distance associated with trips to and from the village. However, it does also take into account the size and location of the village, and considers realistic travel options that can be used by residents, workers, businesses and visitors in the village.

Travel Plan Requirements

- 3.7 The final travel plan for the village must conform to national, regional and local planning and transport policies that look to encourage sustainable development and less reliance on the private car. The travel planning measures for all the various uses in the village will be implemented through the establishment of a Malpas Travel Plan Framework Group. Using a Travel Plan Group (TPG) model is well suited to a village environment such as Malpas.
- 3.8 Each of the key elements would be represented at the TFTP. The group will be led by a village-wide Travel Plan Coordinator (TPC), perhaps initially led by the CWaC Travel Plan Officer. It is proposed that the TPF will act as an overarching plan with each of the key elements (residential, education and employment) feeding into this travel plan. The structure of the Malpas TPF is shown below.



- 3.9 Note that the school travel plan (shown as dotted lines) should continue to be funded and managed by the Local Education Authority (LEA). The residential and employment travel plans should be funded and resourced by S106 contributions from new developments and local business contributions.
- 3.10 It is acknowledged that there will be key travel plan measures will benefit a range of people in the village simultaneously and that there will be some economies of scale across the village. It is beneficial to deliver those measures that provide these economies of scale up front, to deliver the maximum benefit and to avoid unnecessary repetition.
- 3.11 Monitoring is also a key element of the success of the travel plan, as assessing the relative benefits of the various travel plan measures is important to refine the document over future years. A suggested travel monitoring strategy is provided later in this report.
- 3.12 In terms of financial commitment it is proposed that the Framework will be implemented by the local group, but also funded by S106 agreements attached to any planning consents to ensure implementation and on-going development of the travel plan in perpetuity.

ROLES & RESPONSIBILITIES

- 3.13 This section of the TPF outlines who will be responsible for the development and implementation of the final travel plan. To ensure the success of the travel plan, this will involve a range of representatives from the village.

Travel Plan Co-ordinator

- 3.14 The Village Travel Plan Co-ordinator (TPC) will be the main driving force for implementing the travel plan throughout the village. Due to the size of the village it is expected that there will be more than one TPC operating across the area. This could be a resident with a keen interest in sustainable transport use; an employee from one of the businesses who will have a number of hours a month allocated for TPC duties; and an employee from one of the schools who again will have time allocated for TPC duties.
- 3.15 Regardless of who undertakes the role of TPC, or how many people fill the role, their duties will inevitably be the same. Once the TPC(s) has been determined, the travel plan will be updated to include their name(s) and contact details. The general roles and responsibilities of the TPC will be:
- to promote and encourage the use of travel modes other than the car, including publicity
 - to provide a point of contact and travel information for interested parties
 - to ensure all relevant information is provided to all new residents and businesses in the area, and up-to-date information is displayed on notice boards around the village
 - to promote all initiatives within the travel plan
 - to arrange the travel surveys
 - to provide a point of contact with transport operators and officers of CWaC
- 3.16 The TPC will coordinate the residential, employment and also the education travel plans. They will also run the travel plan and input ideas to improve sustainability throughout the village. Interested parties in the village will be invited to join the steering group and sacrifice some time to help improve the sustainability of the village.

Monitoring

- 3.17 In attempting to change travel patterns in the village, and to overcome natural resistance to measures that discourage car use, it is essential that as many people as possible are included within the travel plan process. Consultation will therefore be essential for the success of the travel plan. The TPC will be encouraged to liaise regularly with all interested parties in the village, to understand their particular needs and concerns and to examine ways of addressing them. Copies of the travel plan will be made widely available on the village website, to ensure that people are fully aware of the objectives of the plan and of the full range of measures proposed.
- 3.18 The TPC will monitor and review the progress and success of the travel plan and make sure the village is aware of the progress the travel plan is making and the effectiveness of the sustainable travel solutions. If funding allows newsletters will be distributed to inform interested parties of any new measures, and give them an understanding of the effect the travel plan is having on the village as a whole.
- 3.19 Continuous monitoring and review of the adopted travel plan is important to ensure that the chosen measures are meeting resident, business and visitor needs. It is recommended that following the initial survey future surveys are undertaken annually.

Travel Plan Targets

- 3.20 Targets set out in the final village travel plan should be **Specific, Measurable, Achievable, Realistic, and Time-bound (SMART)**. The setting of SMART targets will not be feasible until more information is known about the travel behaviour in the village, including residents existing travel patterns. It is recommended that targets are set once this information has been sourced from CWaC.
- 3.21 Considerable research has been undertaken by DfT into the benefits and impacts of introducing travel plans at new and existing locations. The DfT (2005) document, *Smarter Choices – Changing the Way We Travel* examined the effects of the implementation of *soft* measures (i.e. those measures influencing change in travel behaviour that do not require infrastructure changes). **Table 3.1** shows the impact of each measure on future levels of traffic reported by DfT.
- 3.22 Further research undertaken by DfT in 2005, reported in the document *Making Travel Plans Work – Lessons from UK Case Studies*, further demonstrated the significant impact that travel plans can have on car trips. This research demonstrates that:
- between 6% and 30% reduction in car use with basic walking and cycling measures
 - between 17% and 33% reduction in car use upon the introduction of car sharing initiatives
- 3.23 The Transport for Quality of Life (on behalf of DfT) looked at the best tools for travel planning in urban areas. Their findings were reported in the document *Tools for Travel Planning in Urban Areas*. This study found that the introduction of workplace travel plans can reduce car use by between 10% and 20%.

Purpose	Soft Factor	Impact	
		Non-urban	Urban
Journey to work	Workplace Travel Plan	2% or 4%	5% or 9%
	Car sharing	0.6% to 11%	0.6% or 11%
	Teleworking	3% or 12%	3% or 12%
Journey to school	School travel plan	4% or 20%	4% or 20%
Business journeys	Teleconferencing	2.5% or 18%	2.5% or 18%
Shopping trips	Home shopping for groceries	1% or 4%	1% or 4%
Personal business trips	Local collection points	1.5%	1.5%
Multiple journey purposes	Personalised travel planning	<1%	1% or 3%
	Public transport information and marketing	0.1% or 0.3%	0.3% or 1.1%
	Travel awareness campaigns	0.1% or 1%	0.1% or 1%
	Car clubs	-	0.03% to 0.06%
Combined impact of workplace travel plans, car sharing and teleworking, allowing for double counting		5% or 24%	8% or 26%
Note: For car sharing, car clubs, home shopping for groceries and local collection points, impact is expressed as % reduction in car mileage. For all other measures, impact is expressed as % reduction in car trips.			

Table 3.1: Impact of Soft Measures (DfT 2005)

- 3.24 The research findings outlined above have been further strengthened by the results of the Sustainable Towns Initiatives. This initiative concentrated spending on raising awareness of sustainable modes of travel and the introduction of smarter choice measures. The 2009 DfT document, *Effects of Smarter Choice Programme in Sustainable Travel Towns*, found that the measures introduced produced an average reduction in car use of 7% over the study programme.

RECOMMENDED SOFT TRAVEL PLAN MEASURES

- 3.25 Following the analysis of the travel survey information (to be carried out with the Council's travel plan officer) a package of *soft* measures will implemented to promote the objectives of the travel plan.
- 3.26 This section outlines measures that should be considered in the final travel plan for the village. Many of the measures presented in this plan are commonly found and accepted in other travel plans.
- 3.27 To encourage modal shift to sustainable modes, a wide range of measures will be implemented. These measures will include making best use of the current facilities, as well as trying to offer incentives to use sustainable modes of travel.

Travel Plan Measures

- 3.28 For existing and new residents, local businesses and visitors to the village the following measures have been drawn from best practice, DfT guidance and case studies throughout the UK.

Travel Awareness & Promotion

- 3.29 Research undertaken by DfT and Sustrans as part of the Cycle Demonstration and Sustainable Towns initiatives demonstrated that marketing and promotion are as important as the provision of actual sustainable transport infrastructure. The research shows that people will more readily make sustainable trips if information on available routes and mode choice is provided.
- 3.30 Based on this the suggested travel awareness and promotion measures will include:
- A village travel plan newsletter, published every three months
 - personalised journey planning for all existing and new households
 - residents welcome packs to all new households in new developments
 - promotion and marketing events led by the TPC
 - village-wide website and social networking site
 - a promotional directory of local goods/services and facilities
- 3.31 DfT and Sustrans research has also shown that personalised journey planning is an effective tool in encouraging sustainable trip making. The final travel plan could include household travel interviews to advise residents on the travel modes available. During these interviews data could be collected relating the households travel needs and current habits.
- 3.32 As discussed earlier in this review there are opportunities to improve pedestrian and cycle routes through the village. To enhance these further contributions could be sought from new development in the village to fund improved cycle and pedestrian signage facilities through the village.
- 3.33 A local cycle group should be set up if there is enough interest. This could involve other local residents near to the village if there is the interest. Advertisement for this club would be initiated by the TPC.
- 3.34 Marketing information should be provided to each household to demonstrate the sustainable choices available, in the form of maps and public transport information. The village website should include maps of safe cycle and pedestrian routes, with indications of journey times.

Public Transport Measures

- 3.35 The existing public transport facilities in the village are somewhat limited, but through promotion of the travel plan there may be opportunities to enhance these with commitment from local residents and businesses to use improved services. At this stage the local bus route will be promoted through on-site promotional material, personalised journey planning and the village website.

Taxi and Car-share scheme

- 3.36 A car-sharing scheme needs only two members to help reduce the number of car trips from the village. There is opportunity to have a village-wide scheme. The TPC will advertise the scheme via the newsletter or via the website.
- 3.37 The TPC will either set up a new database for matching residents or use an existing web-based facility such as *Mylift*, *liftshare.com* or *school-run.org*. The TPC

will suggest suitable matches based on places of employment as well as other commitments such as taking children to schools outside the immediate local area.

- 3.38 The TPC will also implement a taxi sharing scheme for employers in the village to use. For example members of staff living in the same area, wanting to travel home late in the evening can share a taxi. *TaxiBUDI* is a scheme operated by *Liftshare*, which is used to match potential taxi sharers and can be set up for private businesses. *TaxiBUDI* can also be used to minimise the environmental impact of business travel. The adoption of this scheme would negate the need for employees having to drive to work for the purpose of using their cars for business travel during the working day.

Local Goods/Services and Home-delivery Network

- 3.39 To encourage the use of local retailers, goods and services promotional material will be produced on the website and made available to all residents, businesses and visitors to the village. In addition many leading supermarkets offer a home delivery service so residents can order their groceries online, and have them delivered straight to their door. If the service incurs a delivery charge, they can combine their orders and only pay one charge between them.
- 3.40 If there is a significant demand for one particular delivery service, the TPC could try to negotiate with the supermarket to get either a free or discounted delivery service for residents.

Travel Plan Conclusions

- 3.41 This TPF has been produced to encourage sustainable travel to and from the village of Malpas. It is a voluntary plan prepared by the Malpas Neighbourhood Plan Group for comment and discussion.
- 3.42 In line with the principles of sustainable development the Neighbourhood Plan Forum are committed to encouraging sustainable travel practices to, from and within the village. This TPF has been developed for the village and identifies the measures that are expected to be delivered in the final travel plan.
- 3.43 The TPF also identifies who will manage the various items and how the monitoring will take place. These are required to ensure that the travel plan reduces the reliance on the private car and enables all residents, employers, employees and visitors to realise their potential for sustainable travel.
- 3.44 A range of travel plan measures are included in this document. These are measures that have been proven to deliver a step-change in travel behaviour in other areas across the UK. Based on the content of this comprehensive TPF document, the group look forward to the support and assistance from CWaC's Travel Plan Officer in delivering the village-wide Travel Plan.

4.0 RECOMMENDED TRANSPORT POLICIES

Introduction

- 4.1 The policies in this section of the have been developed using the following evidence base documents:
- Integrated Transport Study Baseline Report, WSP, 2009
 - Local Transport Plan 2011-2026, CWaC, 2011

- aCWaC Rural Regeneration Strategy, Local Transport Plan
- Key Service Centres Background Paper, aCWaC, 2012

Voice of the Community

4.2 There is a clear mandate from the local community to address the issues covered by the following policies. The vision stage community consultation exercise identified the following points:

- **91% agree** that new development should demonstrate how it will improve safe and enjoyable travel to all services and community facilities by cyclists and pedestrians.
- **81% agree** that new housing developments should be required to create opportunities for alternative transport and travel methods to reduce reliance on the motor car.
- **93% agree** that development should assess and address the impact of additional traffic and take steps to minimise the impact.

- **"Traffic congestion at peak times"**
- **"Ensure that emergency vehicles can travel freely "**
- **"Inadequate parking and no disabled parking"**

[comments made by local people]

POLICIES

TC1. Village Travel Plan (as outlined in Section 3 of this TAR)

- 4.3 **The Neighbourhood Forum will oversee the preparation of a Village Travel Plan, which will promote sustainable travel in the area. This should be a constantly evolving document and developers will be required to work with the Parish Council to amend this Village Travel Plan in response to their development proposals, instead of producing stand-alone Travel Plans.**
- 4.4 The travel conditions and needs of the area are complex and require a co-ordinated and comprehensive approach. The aim is to enable collaborative thinking, efficiencies and a partnership approach and to overcome piecemeal and cumulative efforts implemented on the back of individual planning applications.
- 4.5 The intention is for the Parish Council, in association with CWaC, to provide the background and framework for a comprehensive Village Travel Plan, which will consider all modes of transport. Developers will then be required to contribute to this Travel Plan in response to planning conditions, rather than providing their own standalone Travel Plans. In this way the Village Travel Plan will continually be updated and developed. Measures should seek to address identified issues and promote sustainable modes of travel. A similar approach could be taken to

producing appropriate Transport Assessments, ensuring that a comprehensive assessment of the impact of development proposals is fully appraised.

- 4.6 Developers, and their transport consultants are encouraged to work closely with the Parish Council and highways officers at CWaC in order to collectively find solutions to transport impacts of new development and to maximise opportunities for sustainable travel improvements. The Parish Council will assist in providing local information and in assisting the promotion of sustainable modes locally.

TC2. Travel and Parking Impacts

- 4.7 **Developers will be required to ensure that the travel and parking impacts of their developments are suitably addressed. This should be discussed from an early stage with CWaC Highways Officers and properly assessed through a Transport Assessment. Improvements should respond to the identified local priorities and should be discussed with the Parish Council.**
- 4.8 Existing planning policy already requires developers to provide Transport Assessments and to assess and mitigate the significant transport impacts of new development. This policy seeks to link that process with the issues and priorities identified by the Parish Council, which are listed under Community Needs below and will be set out in more detail, and regularly updated, in the Village Travel Plan (see Policy TC1). The Parish Council will be able to provide local knowledge, which will add value to this process.

TC3. Pedestrian and Cycle Routes

- 4.9 **New developments should provide for safe, direct and attractive pedestrian and cycle routes - through the developments and into the Village Centre.**
- 4.10 The issues of pedestrian and cycle linkage has been highlighted under Issues and Opportunities. New development should seek to address these issues both within their developments, but crucially by also considering the wider movement context in which they sit. New developments should include good footpath and cycle connections within them and, where appropriate, provide direct and through linkage to the Village Centre. These links should be safe, attractive, wide enough for all users and well-lit and maintained.
- 4.11 New developments on roads where there are no pavements should provide pavements, or alternative pedestrian routes, and ensure that safe pedestrian and cycle routes to the Village Centre are made available.

TC4. Potential for Eastern Link Roads

- 4.12 **Significant developments sites to the east of Tilston Road/Oldhall Street should consider, and reflect in their layout where deemed required, the potential for future link road provision to the east of the village to ease congestion in the Village Centre. This should be considered collectively, in accordance with the Village Travel Plan and discussed with the local highways authority from an early stage.**
- 4.13 Malpas suffers from through traffic resulting from the confluence of several roads on its eastern side (Tilston Road, Chester Road, Well Meadow, Oldhall Street). The lack of alternative routes means that congestion in the village centre is worsened by drivers that are forced to pass through the Village Centre. A road link between some or all of these roads would therefore help to address the issue and help overcome traffic barriers to development.

- 4.14 Existing transport policy requires developers to address the significant traffic impacts of developments. Policy TC4 seeks to ensure that the opportunity for a collective and comprehensive solution (i.e. eastern link roads) is not lost through piecemeal and cumulative responses to planning applications.
- 4.15 It is important that individual developers, the local authority and the Parish Council work together to enable a shared and comprehensive response and that the longer-terms and cumulative effects of development are considered at the outset and planned for accordingly. This may involve the provision of a link road in stages and/or the reserving of land to allow for its later provision. The Village Travel Plan (see TC1) would provide a good mechanism for co-ordinating this. Highways officers at CWaC should consider this objective when assessing relevant planning applications in Malpas.

ASPIRATIONS

4.16 Community Needs

- 4.17 Section 106/ CIL monies raised from planning applications should be spent on identified current local priorities:

- improved vehicular links to the east of the village (i.e. potentially linking Tilston Road / Chester Road / Well Street or parts thereof) to ease congestion in the Village Centre
- public realm improvements on High Street to balance the needs of motorists, parking, cyclists and pedestrians and create a more positive pedestrian environment. This may involve treatments to slow traffic flow through the Village Centre.
- public realm improvements on Church Street to provide continuous safe pavements, whilst also respecting the significance of heritage assets.
- improved pedestrian and cycle routes into the Village Centre
- better publicity and promotion of bus services to encourage greater use by residents, which will support improvements to services
- additional public car parking in the village

Community Priorities

- 4.18 In addition to the Community Needs there are a number of other priorities and aspirations that have been identified by the forum. These may not be suitable for planning obligations from developers but they will set priorities for local spending from New Homes Bonus receipts and set an agenda for the Parish Council to engage with other funding sources and stakeholders.
- 4.19 Developers may also wish to voluntarily respond to some of these requirements, potentially as part of larger planning applications, or on a commercial basis.
- safe routes to schools, including organisation of 'walking buses'.
 - better signage of pedestrian/cycle/bridleway routes on narrow rural lanes – creating safe and attractive 'Green Lanes'
 - safe and convenient off-street residential parking spaces for existing houses that do not have off-street spaces and where on-street parking causes congestion (for example on parts of Wrexham Road, Tilston Road and Church Street).

Other Aspirations

4.20 The people of Malpas and Overton also wish to see:

- more effective enforcement of parking restrictions, especially outside Alport Primary School on Chester Road which can unauthorised parking can impact on Fire Brigade access.
- parking controls on High Street to ensure short-stay parking remains available for shoppers and visitors
- more frequent bus services and routes that serve village residents
- superfast broadband connectivity

Policy Compliance

4.21 These policies in this section demonstrate full compliance with all relevant national and local policies. They demonstrate general conformity and provide further detail on their local application.

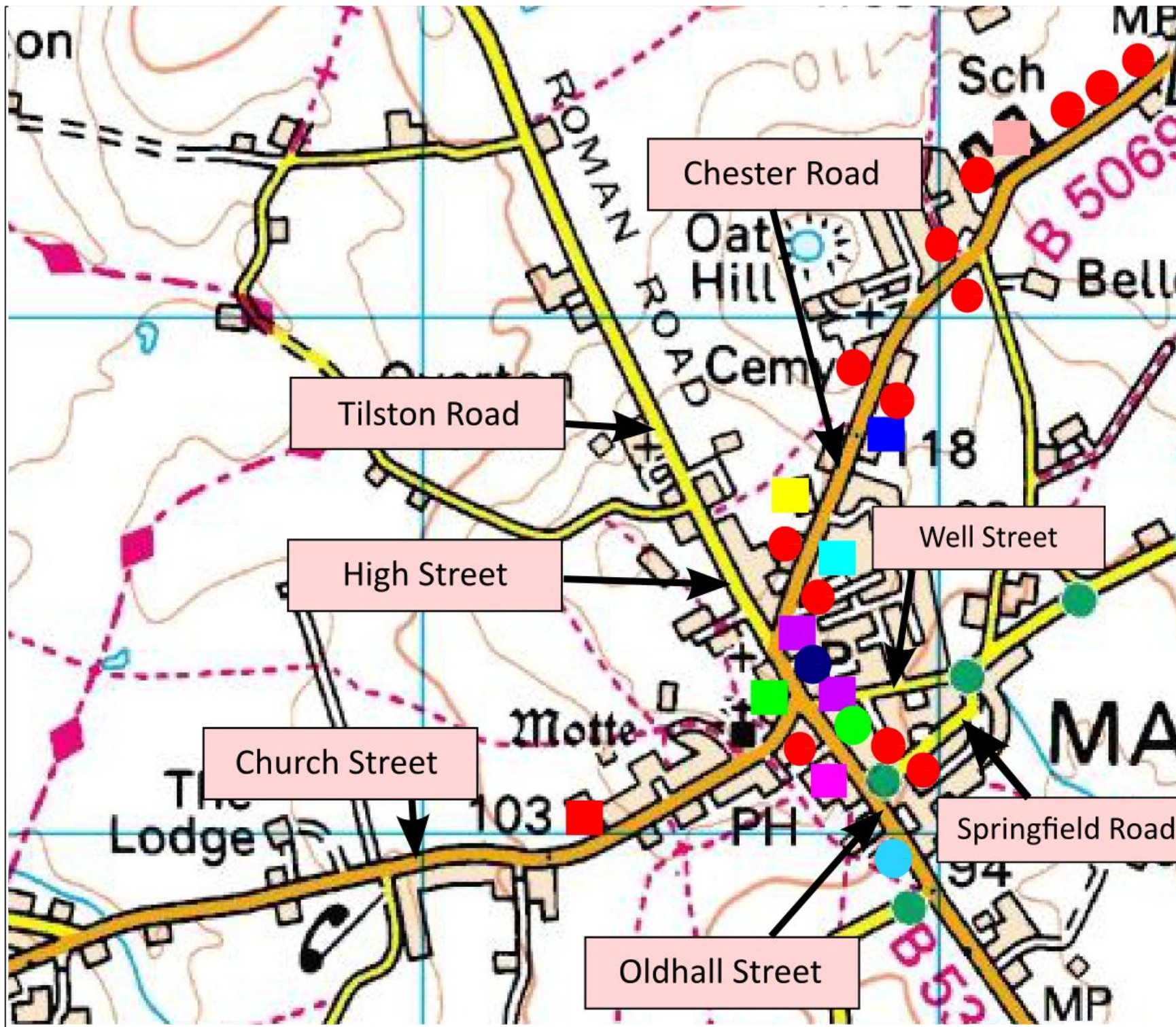
National Planning Policy Framework (2012) – especially Section 4 and Neighbourhood Plans (p43-44)

CW&C Draft Local Plan (2013):
STRAT10, STRAT11

Chester District Local Plan (2006) Retained Policies:
ENV10, TR4, TR5, TR6, TR13, TR14, TR15, TR17, TR21, TR21, SR17, M1

Chester District SPDs:
Telecommunications Development SPD, 2007

PLANS



Key

- Bus Stop
- Public House
- Local Hall
- Dentist
- Doctor
- Children's Nursery
- Primary School
- Secondary School
- Post Office/Box
- Local Convenience
- Sports Facility
- Bank/ATM



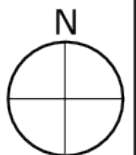
SK21317 MALPAS,
CHESHIRE

Plan 1: Location Plan & Facilities

Drawn by: KAT Checked by: MAK
Revision: SK21317_01 Date: 13/01/14



Bus Route 41/41A
Chester - Christleton-
Waverton - Tattenhall
- Broxton - Malpas -
Whitchurch



**SK21317 MALPAS,
CHESHIRE**

Plan 2: Existing Public Transport Routes

Drawn by: KAT Checked by: MAK
Revision:SK21317_01 Date: 13/01/14



Malpas and Overton

Neighbourhood Plan

You will be aware that over the past 12 months a group of residents from Malpas and Overton have been developing a Neighbourhood Plan.

This is a local planning policy document that will allow the community to help shape the future of the area. A draft version of the Neighbourhood Plan has been prepared which reflects the feedback received from the community to date. We are now seeking your views on this draft Plan.

The **Vision** for 2030 is that:

“Malpas will be a thriving, sustainable, small market village that offers a comprehensive range of shops, services and facilities supported by a robust infrastructure and employment opportunities which cater for the needs of all our residents. The special character of Malpas and the surrounding countryside will be protected and celebrated, making the area an attractive place to live and to visit.”



What the Neighbourhood Plan Covers

Homes for All

- A preference for development on brownfield sites before greenfield sites
- The majority of new development to be within safe walking distance of Malpas village centre
- The extent of new housing to be in line with Cheshire West and Chester Council Local Plan, but may be exceeded if significant local benefits are delivered as part of a scheme
- Each potential site to be assessed to ensure that the most sustainable and appropriate sites are developed
- The design and scale of new houses should reflect the organic growth, nature and character of Malpas and Overton
- New developments to cater for local people's needs first in Malpas and Overton
- Dwellings will be built to quality and energy efficiency standards



Built Environment and Local Character

- New buildings will preserve and reflect the built character of Malpas village and the rural character of the neighbourhood of Malpas and Overton
- Design will respond to the significant aspects of local character
- Extensions, alterations and additions will preserve the significant character of the building and will contribute to the character of the wider area
- New development will respect and enhance the settings of buildings and open spaces that are considered important to local character
- New development proposals will reflect distinctive buildings; boundary treatments; building materials; roofscapes and architectural features
- Thorough archaeological assessments will be conducted before the commencement of development in sites with potential archaeological interest



Landscape Character and the Natural Environment

- New development proposals will preserve and enhance the existing landscape character
- Support will be given for appropriate Renewable Energy technologies in appropriate locations with necessary safeguards to amenity and landscape character
- New developments will protect the key scenic and distinctive views and minimise the visual impact on the landscape
- New developments will protect and enhance the existing green spaces that are valued by the community and create new green space and wildlife corridors
- Development proposals in the rural area will seek to increase biodiversity
- External lighting will be designed to minimise its impact on landscape character



Services and Facilities

- Support for Malpas village centre shops and businesses
- Retention of the special character of Church Street
- Development will support locally identified community infrastructure needs

The Local Economy

- Support for development of flexible workspace (including meeting rooms) for small businesses and home working
- Support for expansion of local tourism through appropriate developments

- Support for rural diversification to create employment opportunities

Transport and Communications

- Creation of a Village Travel Plan, including the consideration of the provision of a future eastern link route
- Consideration of development impacts on local travel and parking
- New development will deliver safe pedestrian and cycle routes to the Village Centre



Next Steps

Later this year Malpas and Overton residents will be able to vote on the final Neighbourhood Plan in a Referendum.

The content of the plan will enable the community to have a direct influence on all future planning applications and decisions. Having no plan will leave the village more vulnerable to large, unsightly or unwanted development.

A draft Neighbourhood Plan has been published and you can find the complete version at:-

The Malpas Library at Bishop Heber High School,
Grillworx on Church Street
Laurel Bank Surgery on Old Hall Street

It is also available online at
www.malpasplan.co.uk and
www.malpascheshire.co.uk

How can you help?



Once adopted the Neighbourhood Plan will be a legal document that will help to protect the character and quality of our neighbourhood.

Your views are essential so please read the plan and give us your comments.

We have arranged a number of ways you can share your views with us. Either:

1. Directly via the internet
 2. By telephoning one of the Steering Group members listed below
 3. By e-mailing us at chris.whitehurst@4malpas.org.uk
 4. By using the comments box on the back page
 5. By visiting one of our Consultation Events below:
- Our Consultation Evening on Friday, 24th January (6:00pm – 8:00pm Jubilee Hall)
 - The Parish Council Surgery on Saturday, 1st February (10:00am to 12:00pm Jubilee Hall)
 - The Farmers Market on Saturday 15th February (09.30am - 12.30pm Jubilee Hall)
 - Our Consultation Event at Malpas Sports Club on Saturday, 22nd February (10:00am – 12:30pm)

If you would like to know more or would like a copy of this information in a different format or another language, please contact one of us (area code 01948):

John
861019

Anne
861014

Fiona
861403

Carol
860777

Ilene
861488

Chris
860333

Please consider my comments:

Email address: _____

Comments:

When completed please detach and drop in one of the “Maxwell” green collection boxes in Londis or at The Dry Cleaning Company on the High Street



Maxwell says Thanks!

Change Request Number	NP Section	Policy / Area Affected	Page	Change request	Issue detail	Response	Change?	Date raised	Date change to be implemented
NP21	1 Introduction	Issues and Opportunities	1	Additional data required	No mention of the proximity of the county and national boundaries - to some extent this makes Malpas what it is.	Agreed. This would be best covered in section 2.2 (p3). It was in an earlier draft and removed, it will be re-inserted.	Y	19-Jan	
NP36	1. Introduction	Picture of Jubilee Hall Clock	1	Picture needs a caption	Suggest "Millennium Clock on the Jubilee Hall on the High Street	We will add this as a caption.	Y	19-Feb	
NP37	1. Introduction	Figure 1.1 Neighbourhood Plan Area	2	Add Parish Boundary line	Need to define the Malpas / Overton Parish Boundary line	I am not sure this would be helpful. The NP area is not the same as the Parish and to show both could be confusing. The Parish boundary is not needed in this context.	N	19-Feb	
NP15	2 Malpas Today	Table 2.1	3	Data Error	Distance to Whitchurch On page 3 it is 8 miles whereas on page 56 it 6 miles. I think the 6 miles is correct.	We will review the distances and be consistent and accurate throughout.	Y	19-Jan	
NP38	2. Malpas Today	2.2 Site Location	3	add data	Plan quotes small indigenous employment base; should we define a figure	There are no reliable sources for a figure for the indigenous employment base in Malpas. It is not included within the Census data.	N	19-Feb	
NP39	2. Malpas Today	Table 2.1	3	Data error	Distances to various settlements are incorrect - Check AA Route Finder	See comment above (NP15)	Y	19-Feb	
NP40	2. Malpas Today	2.3 Notes on Data Sources	4	Data error	Some parishes missing from list some spelt wrongly	We will amend the list.	Y	19-Feb	
NP41	2. Malpas Today	2.4 Local History	5	Review statement	This represented the basis of a military garrison stationed here. (Do 5 Knights represent a Military garrison	Yes, 5 knights would be accompanied by a much larger number of men-at-arms and archers and would represent a significant military garrison.	N	19-Feb	
NP16	2 Malpas Today	2.4 Local History	6	Data Error	Date of Closure of Malpas Station The station closed in 1957 and the railway line closed to goods traffic in 1963.	We will amend this.	Y	19-Jan	
NP42	2. Malpas Today	2.5 Evolution of the Settlement	7	Table Reference error	Reference to table 2.5 is incorrect	We will correct this.	Y	19-Feb	
NP43	2. Malpas Today	2.5 Evolution of the Settlement	7	Word check	(although there have been infill sites and more dispersed development in all eras) should this read eras or areas?	It should read "eras".	N	19-Feb	
NP10	2. Malpas Today	Figure 2.5	8	Question	What is the significance of the red Site Boundary line	This has been retained from the Malpas Character Study. We agree that it is not relevant here and it will be removed.	Y	16-Jan	
NP116	2. Malpas Today	Figure 2.5	8	Clarity of data	The red edge on this plan is described as the Site Boundary. I assume that this relates to the study area for Malpas. Perhaps the meaning of this red line could be made a little clearer in future versions of the plan.	See above.	n/a	23-Feb	
NP44	2. Malpas Today	2.5 Evolution of the Settlement	9	Reference to table 2.2	Analysis of the figures in table 2.2 reveals a percentage reduction in development over each 30 year period. Should we review the housing figure with regards to this and the 340 dwellings already given permission	Neighbourhood Plans are not permitted by legislation to reduce the housing figure set by the local authority, only to increase it. We will have to reflect the figure stated in CW&C's Local Plan.	N	19-Feb	

Change Request Number	NP Section	Policy / Area Affected	Page	Change request	Issue detail	Response	Change?	Date raised	Date change to be implemented
NP45	2. Malpas Today	2.6 Village Character	10	2nd bullet point	Do not understand the statement High Street North; is this actually Tilston Road?	No, "High Street North" is a character area which has been defined and mapped in the Malpas Character Study. This is explained in the first paragraph under 2.6 and the preceding bullet point but it will also be stated more clearly in this bullet.	Y	19-Feb	
NP46	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	10	Key point 2 Table Reference error	Should the reference be (see table 2.5) no (see Table 2.4)	Yes, we will correct this reference.	Y	19-Feb	
NP35	2.7 Malpas and Overton Today 12 Key Points	Key point 5	11	Resolution required	How do we keep the figures current in this key point	Good question - the figure here can only be a point in time. This will be removed to prevent NP becoming dated.	Y	19-Feb	
NP47	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	11	Key point 6	There are 344 (34%) economically inactive people in the parish - should we be highlighting this as significant	We have had commentary on these figures from a Demographic Analyst at CW&C now. The national figure for economic activity is 30.1%, so Malpas is similar and so this is not significant. Economically inactive people in Malpas are mostly retired people.	N	19-Feb	
NP48	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	11	Key point 6	The census shows 29.9% of all economic inactive residents received - Is this a ward figure or parish?	This figure is incorrect and needs revising following comments from the Demographic Analyst at CW&C. We will be using Ward figures wherever possible.	Y	19-Feb	
NP49	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	11	Key point 6	Abbreviation DWP needs to be explained in Glossary	We will either add this to the Glossary or spell out in full here.	Y	19-Feb	
NP50	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	11	Key point 6 Table Reference error	Miss alignment in table references	We will correct this.	Y	19-Feb	
NP51	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	11	Key point 7	Do not recognise Chester Villa on High Street	This is the name on the national listing for this building and on OS mapping. It is a detached Georgian house facing the junction with Chester Road. We are not aware of another name for it.	N	19-Feb	
NP120	2. Malpas Today	Key point 4	11	Consideration of data	Should we be quoting "average" house prices?	This is a valid data source, average house prices are commonly used, and vital evidence for our policy on affordable housing (H3).	N	22-Feb	
NP9	2. Malpas Today	Fact number 9	12	Spelling Error	Elementary is misspelt on the Occupations Chart	We will correct this.	Y	16-Jan	
NP52	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	12	Key point 7	Old School House is on Tilston Road not High Street	We will correct this.	Y	19-Feb	
NP53	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	12	Key point 10	Hampton Heath Industrial Estate; Distances need checking with AA Route Planner	We will review and amend.	Y	19-Feb	
NP54	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	12	Key point 11	How can we improve access to Superfast Broadband - when we don not have it in the village	We will amend this to read "provide" rather than "improve".	Y	19-Feb	
NP55	2. Malpas Today	2.7 Malpas and Overton Today 12 Key Points	12	Key point 12 Table Reference error	Miss alignment in table references	We will correct this.	Y	19-Feb	

Change Request Number	NP Section	Policy / Area Affected	Page	Change request	Issue detail	Response	Change?	Date raised	Date change to be implemented
NP121	2. Malpas Today	Key point 12	14	Insert words	(see Table 2.6) But 20% are transported by car and alongside staff travel	We will add the reference. 20% is relatively low compared to other schools so "and" is more appropriate than "but".	Y	22-Feb	
NP122	2. Malpas Today	Key point 12	14	Insert words	that use the B5069 and B5395 passing through the centre of the village	Ok, we will amend this.	Y	22-Feb	
NP12	3 Developing the Neighbourhood Plan		15	Punctuation error	This has informed the vision and objectives within this Plan and where clear consensus was found,	"This has informed the vision and objectives within this Plan, and where clear consensus was found"	Y	19-Jan	
NP56	3 Developing the Neighbourhood Plan		15	Consider Deleting section	How relevant to the final document is the process identified in this section. This should perhaps be an appendix if we need it at all	It is best practice within NPs to include this section and other NPs have this (including adopted ones). It is useful for the general reader to understand the process and where the policies have come from. The section is only 2 pages long, and central to the NP, so thought best to include it here rather than as an appendix. The structure of the document was agreed with the Steering Group and CW&C at an early stage.	N	19-Feb	
NP119	3. Developing the Neighbourhood Plan	All	15	Explanation required	The plan looks very comprehensive and well supported by evidence. My only comment is that on page 15 the flowchart shows stage 4. Generating options but it isn't clear in the plan how this stage was addressed. You might well have explored options through the vision & objectives survey but you could clarify this in the text.	Agreed. We will add more text on the Options stage.	Y	24-Feb	
NP7	4 Vision and Objectives	The Vision	17	Wording Change	Celebrated, making the are an attractive place to live and visit.	We will change to "...celebrated, making the area an attractive place in which to live, work and visit."	Y	14-Jan	
NP57	4 Vision and Objectives	Objectives	17	Objective 2 addition of word	To ensure that new development is sustainably located, connected and integrates well with the village	Agreed.	Y	19-Feb	
NP58	4 Vision and Objectives	Objectives	17	Objective 8 addition of word	To support a broad and sustainable local economy that provides job opportunities for residents of Malpas and Overton	Agreed.	Y	19-Feb	
NP59	5.1 Homes for all	Whole Section	18	Missing Section heading	This section should have an overarching heading e.g. 5 The policies	Agreed.	Y	19-Feb	
NP60	5.1 Homes for all	Objectives	18	cross reference missing	Each set objectives for each of the policy themes should have a note cross referencing them to Section 4 Vision and Objectives page 17	Agreed.	Y	19-Feb	
NP123	5.1 Homes for all	Issues and Opportunities	18	Replace a word	1st Paragraph - replace the word village's "status" with village's designation .	Agreed.	Y	22-Feb	
NP61	5.1 Homes for all	Evidence Base	19	cross reference missing	the process for the update of both the Neighbourhood Plan and the evidence based document need to be captured under "section 6 making it happen" - it is not clear at present	The need for review and update is mentioned both here and in Section 6. The NP does not need to state the timetable and process for doing this. This will be for the Steering Group to determine. Describing this here could be inflexible and subsequent review may fail to meet the process and periods set out. We do recommend that the Steering Group agree a timetable though. The adoption process for an updated NP will be the same as for the NP production itself. We will add some more text on updating evidence base and reviewing what may need to change in the NP and cross reference between H1 and Section 6.	Y	19-Feb	

Change Request Number	NP Section	Policy / Area Affected	Page	Change request	Issue detail	Response	Change?	Date raised	Date change to be implemented
NP124	5.1 Homes for all	Evidence Base	19	Amendment	Indicate that the Village Design Statement is "draft"	OK - but this will weaken its credibility - can the Parish Council issue it as final version? I suggest it is either described without "draft" or not referred to at all.	N	22-Feb	
NP13	5.1 Homes for all	Evidence base	20	Data error	"6 x 1-bed dwellings, 5 x 2-bed dwellings, and 3x1-bed dwellings ..." something is wrong with this.	There is nothing incorrect here. These are the correct figures from the SHMA - a total of 16 dwellings, with the mix of sizes stated, required each year.	N	19-Jan	
NP62	5.1 Homes for all	Evidence Base	20	bullet point 3 data references	"543 houses in Malpas are classed as being" - Is this ward or parish data?	This is a Parish figure, but we will replace this for the Ward figure (241) and make this clear.	Y	19-Feb	
NP125	5.1 Homes for all	Evidence Base	20	Replace a word	Last paragraph - replace the words the population accommodates to the population includes	Agreed.	Y	22-Feb	
NP126	5.1 Homes for all	Evidence Base	20	Insert a word	Last paragraph - insert the word "may be the establishment"	Agreed.	Y	22-Feb	
NP63	5.1 Homes for all	H1 New housing	21	Consider inserting Housing number	Consider reviewing quantum of housing rather than pointing at STRAT 8	See comment NP44 above.	N	19-Feb	
NP64	5.1 Homes for all	All	21	Name Change	References throughout the plan to the Neighbourhood Forum. Malpas is not a Neighbourhood Forum it is a Neighbourhood Steering group. A Forum is where no parish council is involved and at least 21 people have to be associated with a Neighbourhood Forum for it to be legal and recognised	This comment is correct. We will amend the reference. The correct terminology in this context should be to Malpas Parish Council and Overton Parish Council as "Steering Group" has no meaning in terms of Neighbourhood Planning legislation. Elsewhere we will refer to the Steering Group.	Y	19-Feb	
NP114	5.1 Homes for all	H1	21	Data required	In paragraph 30 of the Gladman judgement, the Inspector emphasised the fact that the neighbourhood Plan "as it currently stands" does not set a maximum housing figure. I read this as a hint that it should - particularly when the possibility of applications under H2111 would increase the numbers yet further.	This is interesting, we will need to monitor developments on the Local Plan adoption and reflect what the final version says. The figure for Malpas is expressed as a "maximum" though and our will continue to reference the Local Plan without stating the number (see comment NP150 below).	N	22-Feb	
NP117	5.1 Homes for all	H1	21	Retention of policy	The approach adopted by Policy H1 is considered to be pragmatic and is welcomed. It is acknowledged that Policy STRAT 8 of the Cheshire West and Chester Local Plan will set out housing requirements for Malpas once adopted. However, reference to additional housing beyond this number potentially being permitted is welcomed and should be carried forward to the final version of the Neighbourhood Plan. This will be critical to ensuring that further appropriate development can continue to come forward that enables the development of local services, facilities and infrastructure.	This has been reviewed further at the meeting of the Steering Group on 5/3/14. It was agreed that in the context of the number of homes already granted planning permission, and the 30% affordability requirement that applies to these, that the need for affordable housing had been met and that this element of Policy H1 will now be removed.	Y	23-Feb	
NP127	5.1 Homes for all	H1 New housing	21	Replace words	2nd paragraph - Change the wording from "It is recognised that new development will be required to extend the existing" to "It is recognised that new development will necessitate extending the existing"	Agreed.	Y	22-Feb	
NP128	5.1 Homes for all	H1 New housing	21	Change of words	3rd paragraph - Change the word "supports" to "accepts" the current target.	The Neighbourhood Plan has no choice, legally, than to 'accept' the target, stating so is superfluous. Stating "support" is stronger and will give increased weight to CW&C's figure which will assist in them refusing applications locally that exceed the target.	N	22-Feb	
NP129	5.1 Homes for all	H1 New housing	21	Change of words	3rd paragraph - Change of word (potentially including Brownfield sites) Whilst the Neighbourhood - Change "Whilst" to "Although"	Agreed	Y	22-Feb	

Change Request Number	NP Section	Policy / Area Affected	Page	Change request	Issue detail	Response	Change?	Date raised	Date change to be implemented
NP150	5.1 Homes for all	H1 New housing	21	Policy Re-write	<p>The word quantum needs to be replaced by a maximum number. In the inspectors report on the Gladman's appeal he was unable to give weight to the NP because it didn't have a maximum number of houses.</p> <p>In CWAC's Local Plan STRAT 8 the sustainable maximum number for Malpas is 200. I therefore think that we should adopt this.</p> <p>CWAC go in to list exceptions where this number can be exceed for redevelopment, conversion of buildings and infilling.</p> <p>In our NP, the second exception listed worries me, because I think that it could leave planning authorities no option but to accept a major development where the developer has promised to deliver an aspiration.</p> <p>The majority of our aspirations are major items and in order to deliver this a developer would need to build a lot of houses in excess of 30 set down in the Plan. For example the Egg packing station is going to deliver a car park but the developer has permission for 60 house. The Cockfight field has planning for 41 houses and has made land available for a surgery. In view of the 340 houses which already have planning I think we need to tighten this clause up.</p> <p>Can I therefore suggest that we adopt CWACs exceptions to read " a housing development that enables the delivery of other community aspirations as set out in this document (see Aspirations sections 5.4 and 5.4) where the development does not exceed 30 dwellings.</p>	<p>As discussed above the NP will reflect exactly what the Local Plan says in terms of a housing number for Malpas. As the Local Plan is currently undergoing its adoption process this number is likely to change and cannot be known at this moment. For this reason the NP will refer to the number in the Local Plan without actually stating the number. This also provides flexibility in case this number changes during the life of the NP. This approach was agreed at the Steering Group meeting on 5/3.</p> <p>The second part of this policy relating to exception sites will now be removed (see comment NP17 above).</p>	N	26-Feb	
NP65	5.1 Homes for all	H1 New housing	22	Explain SOC	Explanation of SOC1, SOC2 and SOC3 required in Glossary	These are Local Plan policy references, This is made clear in the policy text. The Glossary is not the right place to explain this and would have nothing further to add - they are simply a reference code used in the Local Plan.	N	19-Feb	
NP130	5.1 Homes for all	H2 Rural Housing Development (iii)	22	Change of words	Delete the word innovative	We believe that "innovative" is a key part of this criteria. This reflects the wording in the NPPF and will ensure that the bar is set high to allow only the highest quality development, which can represent exemplar designs.	N	22-Feb	
NP131	5.1 Homes for all	H2 Rural Housing Development (iii)	22	Change of words	Change wording from "standards in the rural area. The design must also be sensitive" to "standards in the rural area, while being sensitive"	Disagree. This criteria is about only allowing housing development that will increase design standards in the rural area (see comment above). Policy LC1 deals with new development beong sensitive to established character.	N	22-Feb	
NP118	5.1 Homes for all	H4	23	Retention of policy	<p>The acknowledgement that some schemes will be larger than 30 units is supported along with the need for character areas within schemes where more than 30 units are proposed.</p> <p>The overall supportive approach adopted by the Plan to new development, which is of an appropriate scale and within suitable locations is strongly supported.</p> <p>It is critical that this approach is maintained with future iterations of the Plan to ensure that new services and facilities can be provided for.</p>	Noted.	N	23-Feb	

Change Request Number	NP Section	Policy / Area Affected	Page	Change request	Issue detail	Response	Change?	Date raised	Date change to be implemented
NP132	5.1 Homes for all	H3 Housing Type and Tenure	23	Change of word	Bottom of first column - change "residents that wish" to "residents who wish"	Agreed.	Y	22-Feb	
NP154	5.1 Homes for all	H3 Housing Type and Tenure	23 -24	Addition to Policy	Include reference that affordable homes should be pepperpotted - scattered in viable blocks across the development site or such wording that prevents them being built in a single cluster	We will add some text on this.	Y	04-Mar	
NP66	5.2 Built Character and Local Environment	Issues and Opportunities	26	Additional data required	CW&C are preparing a Malpas Conservation Area Appraisal - Do we know when this will be delivered and where/how do we reference these documents	We have had feedback on this from CW&C and will make the necessary cross-reference.	Y	19-Feb	
NP68	5.2 Built Character and Local Environment	BE1	28	in-correct reference	Makes a reference to Policy H6 which does not exist	We will correct this.	Y	19-Feb	
NP69	5.2 Built Character and Local Environment	BE1	28	Missing data?	BE1 is intended to cover significant non-residential schemes - Where have we covered commercial schemes?	BE1 will be amended to cover all 'development' generally.	Y	19-Feb	
NP70	5.2 Built Character and Local Environment	BE2	30	References	There are references to "High Street North" at various locations in the plan. This should read Tilston Road	The reference is deliberate. High Street North is the name of a character area as described in the Malpas Character Study and is not the same as Tilston Road generally. This is clearly explained in the text.	N	19-Feb	
NP34	5.2 Built Character and Local Environment	BE5	32	Process for assessing potential; archaeology sites	Request that policy be re-written to include a requirement to "plough" turn the top ground over and then "field walk" and metal detector sweep before determination of action on potential sites as identified in Figure 5.2 "Areas of Archaeological Interest"	It is not the place of a NP policy to set out how exactly an archaeological investigation should be done. The approach for each site should be agreed between appropriately qualified specialists and CW&C Archaeology under existing processes and policies.	N	19-Feb	
NP133	5.2 Built Character and Local Environment	BE5 Archaeology	32	Change of word	top of second column - Change the word "the Parish Council who holds" to "the Parish Council which holds"	Agreed.	Y	22-Feb	
NP71	5.3 Landscape Character and the Natural Environment	Voice of the Community	36	delete public comments	Delete comment " maintain views and vistas across open countryside" This is duplicated	Agreed.	Y	19-Feb	
NP72	5.3 Landscape Character and the Natural Environment	LC1 Landscape Character and Development	36	Material correction	I think Cheshire Estate Railings are know as just Cheshire Railings	The correct term is Cheshire Estate Railings.	N	19-Feb	
NP134	5.3 Landscape Character and the Natural Environment	Artificial Habitats	36	Change of word	top of 1st column - Change "Man's imprint" to " Human imprint"	Agreed.	Y	22-Feb	
NP152	5.3 Landscape Character and the Natural Environment	LC1 Landscape Character and Development	36	Policy addition	External Lighting to be non sky pointing	The correct term is "downlighting" - we will add this.	Y	01-Mar	
NP73	5.3 Landscape Character and the Natural Environment	LC2 Renewable Energy	38	Policy Re-write	Wording is cumbersome and not clear - re-write	This policy is being reviewed and will be rewritten.	Y	19-Feb	
NP74	5.3 Landscape Character and the Natural Environment	LC2 Renewable Energy	38	re-write	Fall over distances quoted do not read right. Also bullet points are miss-aligned	See above.	n/a	19-Feb	

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NP75	5.3 Landscape Character and the Natural Environment	Aspirations	41	Picture Caption required	Picture caption required suggest " Mares Tails" (Cirrus Uncinus clouds) progressively invading the sky over the "Twelve Apostles" footpath across the OxHays	We will add a caption (maybe a less poetic one!).	Y	19-Feb	
NP135	5.3 Landscape Character and the Natural Environment	Aspirations	41	Insert words	insert the words " off road cycleway " after sculpture trail	Agreed.	Y	22-Feb	
NP136	5.3 Landscape Character and the Natural Environment	Aspirations	41	Insert words	at the end of the paragraph insert the words ecology, perhaps demarking the Overton and Malpas Neighbourhood Plan "?" boundary, preventing ribbon development that would eventually merge Malpas with for example Nomansheath and Hampton	Disagree. The comment here relates to the use of green space to prevent settlements merging (similar to green belt policy). This is best covered by development policies such as H1 and the site assessment matrix. This aspiration is about creating green corridors for amenity/ecology value, which is a different matter and should not be used to control development (not least because it is an 'aspiration' not a 'policy')	N	22-Feb	
NP137	5.4 Services and Facilities	Issues and Opportunities	42	Change of wording	1st paragraph - replace the words "range of services" with "range offered"	Agreed.	Y	22-Feb	
NP138	5.4 Services and Facilities	Issues and Opportunities	42	Change of wording	2nd column, 4th paragraph - Change wording from "It is recognised that new" to "It is hoped that new"	New development will by definition increase catchment population; one would hope (and reasonably expect) it will also increase local spending. This will be clarified.	Y	22-Feb	
NP139	5.4 Services and Facilities	Issues and Opportunities	42		2nd column, top of the page - Challenge the reasons indicated above are the reasons why CWaC has designated Malpas as a Key Service Centre.	This reflects the explanation from emerging Local Plan documents. The NP must reflect local policy. These reasons appear to be a logical basis for designation Malpas as a key Service Centre.	N	22-Feb	
NP140	5.4 Services and Facilities	Issues and Opportunities	42	Remove wording	2nd column, top of the page - remove the wording "This status is important to" and replace with "and"	Agreed.	Y	22-Feb	
NP29	5.4 Services and Facilities	Education Facilities	43	Missing data	On page 45 the local schools are listed, but Beeches Pre School doesn't appear. Although based in Edge, a large number of people live in Malpas (it did used to be in the village some years ago).	The list is not intended to be exhaustive. Pre-schools should be excluded (we will also remove Barika). They will be added to the Evidence Base document.	N	05-Feb	
NP76	5.4 Services and Facilities	Evidence Base	44	Consider data inclusion	Should we include the name of the restaurant's i.e. Table at Eatons, Oakdens and Grillworx?	No, restaurants tend to change names and owerships relatively frequently and these restaurants could change name during the life of the NP (possibly 10-15 years). The names are not necessary here and could result in the NP appearing dated.	N	19-Feb	
NP77	5.4 Services and Facilities	Deficiencies and Capacity Education facilities	44	Consider data inclusion	Should we mention that due to parental choice, 40% of the pupils attending Bishop Heber currently live outside the Local Authority catchment area?	If we quote this figure we need to accurarety reference it. Could the person who made this comment please supply the relevant data source please?	tbc	19-Feb	
NP78	5.4 Services and Facilities	Deficiencies and Capacity Education facilities	44	Consider re-write	The Primary school is close to capacity "and has no space on the current site for building extensions"	We will amed this to refer to "limited space for extensions".	Y	19-Feb	
NP141	5.4 Services and Facilities	Existing Community Facilities	44	Consider removing	1st Column 2nd paragraph repeats what has been said before	Disagree - this paragraph makes some valid points about accessibility that are not included elsewhere.	N	22-Feb	

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NP142	5.4 Services and Facilities	Deficiencies and Capacity Community Facilities	45	Question	2nd column, 2nd paragraph - last sentence - has this been resolved now with the latest planning application for the Cockfight filed?	We will review this planning application and reference accordingly - but until planning permission has been granted and the facility built we should still reflect the aspiration.	Y	22-Feb	
NP143	5.4 Services and Facilities	Deficiencies and Capacity Retail	45	Remove wording	2nd column, last paragraph - remove the words "A petrol station once existed in the village and for many	Maybe "in the Neighbourhood Plan area" instead of "in the village" - we can't just say "a petrol station once existed"! Key point is that there was one here.	Y	22-Feb	
NP79	5.4 Services and Facilities	Deficiencies and Capacity Sport and Recreation	46	Data error	Christleton is 13 Miles north of maples (AA Route Planner)	We will correct this.	Y	19-Feb	
NP115	5.4 Services and Facilities	Voice of the community	46	Data required	I can not recall any reference to concerns about flooding and drainage, which is a major issue for some residents.	Flooding and drainage is extensively covered by existing legislation and the requirements for flood risk assessments and consultations with the Environment Agency on planning applications. There is nothing of significant value that the NP could add to this. There are no rivers here so it is not as major an issue in comparison to other NP areas.	N	22-Feb	
NP144	5.4 Services and Facilities	Deficiencies and Capacity Sports and Recreation	46	Remove wording	Swimming Pool - The nearest ones are at Whitchurch (6 miles) and Christleton (13 Miles)	We will amend as suggested.	Y	22-Feb	
NP159	5.4 Services and Facilities	Voice of the community	46	Suggested inclusion	Drainage - It is essential that as in the Gladman Appeal, the inspector stated that balancing ponds and drainage are in place before any development commenced. This should be written as part of our policies	See comment NP115.	N	05-Mar	
NP1	5.4 Services and Facilities	SF1 Village Centre	47	Policy not in conformity with NPPF	Concern over the reference to demonstrating 'exceptional circumstances' for A1 to A5 uses outside of the village centre. Whilst the principle of this policy is fine, in ensuring that town centre uses are located within the village centre to maintain the vitality and viability of the centre, the wording of the policy is not in conformity with the NPPF or Local Plan.	Suggest that a sequential approach is used in the policy rather than exceptional circumstances. This would require any application for town centre uses outside of the village centre (A1 retail etc.) to demonstrate that they have considered all potential in centre and edge of centre sites first. This would ensure that sites within the village centre remain the preferred location for A1 to A5 uses and only where no alternative sites in centre are suitable, available and viable would edge and then out of centre sites be permitted. This would ensure the policy is in conformity with the approach advocated nationally in the NPPF, the current Chester Local Plan and the emerging CWAC local plan.	Y	05-Dec	
NP31	5.4 Services and Facilities	SF2 Church Street	47	Missing data	There is no comment about the traffic coming from Church Street into the village centre. How do you propose to deal with this?	Traffic is covered by policies in Section 5.6. Policy TC1 proposes a Village Travel Plan, which will deal with all traffic in the village holistically.	N	07-Feb	
NP80	5.4 Services and Facilities	Policy SF1	47	Context	Page 47, just above policy SF2 do not understand the context of the word "interpretation"	"Interpretation" in the context of tourism means information on local wildlife, walking/cycle routes, local history etc - this could be on signboards, plaques on buildings, leaflets, digitally etc. This is a common phrase in this context.	N	19-Feb	
NP81	5.4 Services and Facilities	Policy SF4	48	none	This policy reads well giving a clear objective of the policy. This is not necessarily the case with all other policies in the document	Noted. Policy wording will be reviewed throughout.	Y	19-Feb	
NP14	5.4 Services and Facilities	Recreation Ground	49	Standardisation	"CW&C" should be "CWaC" to standardise the abbreviation.	Agreed - we will standardise throughout.	Y	19-Jan	

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NP27	5.4 Services and Facilities	Recreation Ground	49	Standardisation	"CW&C" should be "CWaC" to standardise the abbreviation.	Agreed - we will standardise throughout.	Y	31-Jan	
NP82	5.4 Services and Facilities	Aspirations Recreation Ground	49	Explanation required	Do we need to explain "Green Flag" status?	Green Flag will be added to the Glossary.	Y	19-Feb	
NP145	5.4 Services and Facilities	Aspirations	49	Insert words	"Long term" funding to support the Young Persons Centre and youth services	Funders and stakeholders are unlikely to provide "long term funding". The wording is best left generally as "funding".	N	22-Feb	
NP83	5.5 Supporting the Local Economy	Issues and Opportunities	50	Explanation required	2nd paragraph beginning "Tourism is an important... Don't understand how the Parishes remaining an attractive place to live and work will ensure it is a sustainable community	Sustainable communities (that that can continue to flourish into the long term and not decline) are considered to be those with a good mix of population; in a place that provides opportunities to live, to work and to enjoy leisure time. The place must continue to be attractive to live in, or else people will move out and the population will decline - making it harder to support shops and services. Local employment is a factor in that attractiveness and having people work in the village also increases local spending and benefits the local economy. "Sustainable community" will be added to the Glossary.	Y	19-Feb	
NP84	5.5 Supporting the Local Economy	Issues and Opportunities	50	Clarification required	2nd column bottom of 1st paragraph beginning "There are several tourist attractions... This gives the impression there are many employment opportunities	Disagree - I think it is clear from the attractions listed that they will not employ many people. The key opportunity for the local economy is to capture some of this visitor spending - i.e. In cafes/restaurants in the village. We will add a sentence to make this point.	Y	19-Feb	
NP85	5.5 Supporting the Local Economy	Evidence base Access to Employment	51	Improve Picture Caption	Can we name this place? Kidnal Manor / Grange?	I don't think the picture necessarily needs a specific caption. Also there is a privacy issue - the landowner may not want their property named. It is included to make a general point, as reflected in the current caption.	N	19-Feb	
NP146	5.5 Supporting the Local Economy	Evidence base Access to Employment	51	Insert word	most commuting is by car, but 18% of households	The figure is actually relatively low - in the UK in general 27% households do not have access to a car - so "but" cannot be justified here.	N	22-Feb	
NP86	5.5 Supporting the Local Economy	Policy LE1 Explanation	52	Align statements	1st paragraph beginning "Whilst it is recognised... This paragraph would appear contradictory with regards to the volume of employment opportunities	Disagree - I think this is clear: Malpas is not a strategic location for employment, and does have a high volume of employment opportunities - but there is a small business employment base which is significant locally.	N	19-Feb	
NP87	5.5 Supporting the Local Economy	Policy LE2 Explanation	53	Clarity of linkage	Unsure how the last sentence " This includes visits to both the village centre and to the surrounding rural area links to employment	The link from tourism to the local economy (and therefore jobs) is explained under comment NP84 above. It is important to establish that this tourism opportunity includes the rural area as well as the village in order to support Policy LE2.	N	19-Feb	
NP88	5.5 Supporting the Local Economy	Aspirations Home working	53	Clarity of linkage	Unsure how the paragraph links to Home working	Having this aspiration stated will help home workers if/when they make planning applications connected to their business. Improving superfast broadband accessibility will be of great benefit to most home businesses, especially within a rural area that lacks effective transport connections.	N	19-Feb	
NP89	5.6 Transport and Communications	Issues and Opportunities	55	Additional wording	Insert the words " Two "B" classified Roads into the second sentence	Agreed.	Y	19-Feb	

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NP147	5.6 Transport and Communications	Issues and Opportunities Roads and Traffic	55	Change of wording	Change wording from "Today, a significant amount of through traffic still passes through the village but its roads" to " Today there is still a significant amount of this, but its roads "	Disagree. I think original wording reads better and the intended meaning is slightly different (i.e. Less important as a 'stopping place' today but still carries through traffic").	N	22-Feb	
NP157	5.6 Transport and Communication	Issues and Opportunities	55	Question	Parking outside the Heber school == An accident last week involving 5 cars - Is there any way the NP can include provision for parking of Parents / Students? Bus service - No mention that the buses no longer go to the Whitchurch station and that they never co-ordinated with the trains. This is a major transport failing keenly recognised. Bus services are subsidised by other councils and without their help Malpas is cut off from some amenities.	This should be picked up as part of the Village Travel Plan.	N	05-Mar	
NP17	5.6 Transport and Communications	Bus Services	56	Add additional data	I am a full-time wheelchair user and resident of Malpas. I would like to see it added to the comment on the provision of accessible parking that this should include accessible parking for wheelchair users with a suitable wheelchair transfer space next to it, rather than simply reserved spaces for Blue Badge holders, most of whom can walk. As a vision for the future, I would like to see parking reserved specifically for wheelchair users in addition to that for generic Blue Badge holders, who only require a parking space near to services, rather than a wheelchair transfer space. It is a constant frustration when wheelchair accessible spaces are taken by Blue Badge holders who don't need a transfer space, as I cannot then park - I can't take the risk of being blocked in as I need to open my door fully to access my car. In addition, I would like to see more public buildings become fully accessible to wheelchair users in the future.	We will add the additional information on bus services, but a NP cannot require a local authority to subsidise bus services - and we need to consider the context of large scale funding cuts that CW&C are experiencing.	Y	19-Jan	
NP28	5.6 Transport and Communications	Car Parking	56	Additional data required	Two observations on the sentence " There is no rail station in the area... Distance quoted conflicts with that quoted in table 2.1 on page 3 Additional information needs adding. i.e. and there is no direct bus route to the station from the village	Agreed. This will be added to the Aspirations.	Y	05-Feb	
NP90	5.6 Transport and Communications	Issues and Opportunities Bus Services	56	Additional Information	The sentence under the Leech Lane picture Suggest re-writing the beginning of the sentence to " In the wider rural area there are a few good link routes on quieter roads including...	This will be reviewed and amended.	Y	19-Feb	
NP91	5.6 Transport and Communications	Issues and Opportunities Footpaths, Cycle ways and Bridleways	56	consider re-write	The lack of taxis, buses and safe walking and cycle routes has an impact at one end. Rail travel at Whitchurch and Chester are impacted by regional developments such as Northern Hub and national developments such as HS2. HS2 would have a fairly local impact because it would allow capacity on the West Coast main line for direct London trains from Shrewsbury and maybe Wrexham.	We will lengthen this caption (though the picture is in the village not the wider rural area).	Y	19-Feb	
NP22	5.6 Transport and Communications	TC1 Village Travel Plan	57	I would like to contribute to the travel plan		This should be picked up as part of the Village Travel Plan. HS2 impacts are likely to be 20 years away - too distant for this NP, and re-routing train services is beyond the scope of the NP.	N	19-Jan	

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NP92	5.6 Transport and Communications	Issues and Opportunities Fibre Optic broadband	57	Consider CIL inclusion	If Fibre Optic Broadband is a major priority should it not be included under the CIL list in this section?	CIL/s106 spending can only mitigate for the additional infrastructure that is necessitated by the development. Providing new fibreoptic broadband is an aspiration that would not fall into this category. This may change during the life of the NP as fibreoptic broadband becomes considered more essential. New Homes Bonus spending could potentially be used for this though. Malpas Parish Council should discuss this further with CW&C.	N	19-Feb	
NP2	5.6 Transport and Communication	TC1 Reasoning	58	Wording Change	Malpas suffers from through traffic resulting from the confluence of several roads on its eastern side (Tilston Road, Chester Road, Well Meadow, Oldhall Street, Whitchurch Road). The lack of alternative routes means that congestion in the Village Centre is worsened by drivers that are forced to pass through the Village Centre. A road link between some or all of these roads would therefore help to address the issue and help overcome traffic barriers to development.	Malpas suffers from through traffic resulting from the confluence of 5 roads (Tilston Road, Chester Road, Cross o' th' Hill, Whitchurch Road and Wrexham Road) The lack of alternative routes means that congestion in the Village Centre is worsened by drivers that are forced to pass through the Village Centre. Opportunities to link these roads should be thoroughly assessed.	Y	09-Jan	
NP32	5.6 Transport and Communications	TC1 support statements	58	Missing data	What chance will we have to construct an Eastern Link road due to CW&C never financing it?	The funding for a new link road is unlikely to come from CW&C. It would have to be funded from new development. The likelihood of achieving this is very low.	N	07-Feb	
NP93	5.6 Transport and Communications	TC 1 Explanation	58	word contradiction	Top of the page - the inclusion of piecemeal and cumulative in the same sentence appear contradictory	This will be clarified - the issue is that transport assessments have been piecemeal but the traffic impacts of development are cumulative!	Y	19-Feb	
NP94	5.6 Transport and Communications	TC 1 Explanation	58	reference inclusion	2nd paragraph beginning " Developers and Transport consultants... Include a reference to improving safety. Also include a reference to the Parish Council carrying out data gathering exercises	Agreed.	Y	19-Feb	
NP95	5.6 Transport and Communications	TC 1 Explanation	58	Data error	Column 2, 2nd paragraph - Malpas suffers from through traffic resulting from the influence of several roads on all sides of the village i.e. Tilston Road, Chester Road, Well Meadow/Cross o' th' Hill, Whitchurch Road and Wrexham Road	Agreed	Y	19-Feb	
NP151	5.6 Transport and Communications	TC1 Village Travel Plan	58	Question	Link Road I was under the impression that this was an aspiration and not a policy. In the travel plan it is listed as an aspiration and not a policy. However it does look like becoming a reality as the Inspector said that there should be a link road through the Gladman's site. I am worried that any such road will result in traffic being sent along Springfield which is a residential area with on street parking and a green space adjacent to the road. Significant increase in traffic could lead to serious congestion and make the area unsafe for children to play.	The link road is an aspiration and not a policy - see revised wording of this aspiration at comment NP3 below. The road through the Gladman's site, even if it becomes a through road, will not be of the scale of a 'link road'. Any issues related to the Gladman road should be dealt with in the planning process for this application (including at reserved matters stage) rather than through the NP.	N	26-Feb	
NP153	5.6 Transport and Communications	TC1 Village Travel Plan	58	Comment	The consideration of an eastern link road will encourage a large scale development and possibly fill in between the A41 and Malpas	Noted, this is a valid point. Explicit reference to a "link road" will be removed - see comment below.	N	01-Mar	

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NP3	5.6 Transport and Communication	TC1 - TC 3 Aspirations	59	Wording Change bullet point 1	1/ A new link road, if appropriate need is identified, to the east of the village (i.e. potentially linking Tilston Road / Chester Road / Well Street or parts thereof) to ease congestion in the Village Centre.	1/ Opportunities need to be identified to ease congestion in the village centre	Y	09-Jan	
NP5	5.6 Transport and Communication	TC1 - TC 3 Aspirations	59	Wording Change bullet point 5	5/ Better publicity and promotion of bus services to encourage greater use by residents, which will support improvements to services	5/ Better Bus services to encourage greater use by residents which will support improvements to services	Y	09-Jan	
NP6	5.6 Transport and Communication	TC1 - TC 3 Aspirations	59	New aspiration to be added	Pedestrian Crossings on High Street and Chester Road are required	This will be added.	Y	09-Jan	
NP8	5.6 Transport and Communication	TC1 - TC 3 Aspirations	59	New aspiration to be added	Put double yellow lines down at least one side of the High Street. This will help traffic flow and have little effect on shop sales	We will recommend that this is considered by CW&C	Y	16-Jan	
NP96	5.6 Transport and Communications	TC3	59	?	Not sure this policy will deliver pedestrian or cycle routes because of the existing village landscape topography and village street scene structure	The policy refers to relatively short connections from housing sites on the edge of the village into the village centre. These can be delivered and are important, regardless of topography.	N	19-Feb	
NP97	5.6 Transport and Communications	TC3 Explanation	59	?	Issues of pedestrian and cycle linkage have been highlighted in the context of the wider parish, but not specifically about the relationship with potential housing development	This will be added.	Y	19-Feb	
NP113	5.6 Transport and Communications	Community Priorities	59	Addition information	I think somewhere in the document we should have " investment in public transport improvements listed as a priority.. There is mention of improving the publicity but the fact is nobody would choose to use the current service unless, like me, they had no alternative.	We will add this as an aspiration. In reality this would be largely dependent on the bus operators and it would be difficult to effect an improvement in services. An increased population in Malpas, and greater bus use, will make increasing services more commercially attractive.	Y	22-Feb	
NP158	5.6 Transport and Communications	TC3 Pedestrian and Cycle Routes	59	Comment	Pavements for pedestrians on roads which are to be link roads. This is crucial for safety.	Agreed - but TC3 is about new residential roads and pedestrian connections; not the link road. It will be stated that all new roads should have pavements.	Y	05-Mar	
NP98	5.6 Transport and Communications	Other Aspirations	60	?	Also need to include reference to parking issues on the bend outside the Heber High School	Agreed.	Y	19-Feb	
NP148	5.6 Transport and Communications	Other Aspirations	60	Question	Last bullet point - Should this be a specific policy somewhere?	This could not be linked to a policy - there is no reasonable requirement to ask applicants to provide parking spaces for existing houses.	N	22-Feb	
NP23	Figure 5.1 Proposals Map		61	Missing Key	On the inset there is red line that has no explanation.	This is suggested alignment of the Roman Road- Figure 5.2 for further detail. The red line will be taken off Figure 5.1.	Y	19-Jan	
NP99	Figure 5.1 Proposals map		61	Missing data	Items 35, 36 and 40 from appendix E not indicated on figure 5.1 the proposals Map	These will be added.	Y	19-Feb	
NP100	6. Making it Happen		63	Whole paragraph	For the final version this page will need to be re-written to document the review process. Probably needs a new section heading as well.	Yes, this will be updated.	Y	19-Feb	
NP101	6. Making it Happen	After Adoption	63	Word change	2nd paragraph the phrase in brackets " Which can only react to planning) - React does not to be the right word in this context	Will change "react" to "respond"	Y	19-Feb	
NP102	6. Making it Happen	After Adoption	63	Wording change	2nd paragraph - Suggest re-wording to "The "aspirations" in section 5 provide useful cues to the construction of a set of actions for the Parish Council to follow up on.	Agreed - will add this alongside existing text.	Y	19-Feb	

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NP103	7. References		64	Question	How do we reference these documents against the finished Neighbourhood Plan. Is it a on line appendix which contains relevant local documents and links to the other existing documents and web sites?	The References in the printed final NP will appear as they do here. The Steering Group could create an online version with links - this would be useful.	Y	19-Feb	
NP105	Appendix B	Glossary Affordable Homes	73	Explanation required	The word "median" needs explaining or an indicative value adding.	"Median" is used here as it is part of the standard definition of "Affordable Housing" which needs to be replicated exactly. "Median" is a standard and commonly used statistical term - essentially meaning the middle of a series of a values (i.e. it differs from "average" by not being skewed by the number of instances of a value). We do not feel that the Glossary is required to define other terms used within the glossary entries and "median" has a standard definition and is found in all dictionaries. An indicative value can certainly not be set here as household income will vary frequently over time, i.e. with inflation and economic trends, and will change significantly during the life of the NP.	N	19-Feb	
NP112	Appendix B	Glossary of terms and acronyms	73	move	I think the glossary needs to be at the beginning of the document or at least the first appendix	Glossaries are typically found as an appendix at the end of documents (for example in Local Plans). We will make it Appendix A.	Y	22-Feb	
NP149	Appendix B: Glossary of Terms and Acronyms		73	Change of wording	Neighbourhood Forum - this should be amended to read "the body responsible for producing a Neighbourhood Plan....."	This will be revised (see comment NP64).	Y	26-Feb	
NP106	Appendix C	Key associated with the Map	75	Explanation required	Abbreviations on the map need to be explained	We will add these.	Y	19-Feb	
NP30	Appendix D	Character Buildings and Structures	76	Data error	In Appendix D on page 76 there is a list of listed buildings - Broselake Cottage is not a listed building.	Broselake Cottage is identified as a Grade II listed building on English Heritage's National Heritage List website (listed as "Brose Lake Farmhouse"). See: http://list.english-heritage.org.uk/resultsingle.aspx?uid=1330252&searchtype=mapsearch I will amend the reference to "Broselake Farmhouse". If anyone feels this is incorrect I suggest they contact EH.	N	05-Feb	
NP107	Appendix D	In the surrounding area	76	Re-aligning of buildings	Move Broselake Farm to number 14 in the Key listed buildings above	This list will be reviewed to list all listed buildings in the area.	Y	19-Feb	
NP108	Appendix D	In the surrounding area	76	Re-aligning of buildings	Broselake Cottage is not a listed building Move to number 13 in the Malpas Village list and renumber the rest accordingly. Also amend figure 5.1 the Proposals Map	See above comments.	N	19-Feb	
NP109	Acknowledgements	In the surrounding area	80	Additional information	Add "Nomansheath Parish Council" to two Names on the list - Peter Guildford and Paul Roberts	Agreed	Y	19-Feb	
NP110	Whole document	all	80	Additional information	Needs a local contact person for queries i.e. Any queries please Contact Clerk Malpas Parish Council	For Steering Group to respond	Y	19-Feb	
NP11	5 Policy section	All themes	18 - 60	Question	The numbering of Objectives do not follow on: e.g. 1, 2, 3, 9,10. Is this deliberate?	Yes - this shows the objectives from Section 4 they are being met. This will be explained.	Y	19-Jan	

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NP33	5.1 Homes for all	H4	23-24	Houses per development	Congratulations on a well planned and produced Neighbourhood Plan. My only comment is to do with the size of future planning of properties. Can these be restricted to no more than 35 houses per development. Obviously the smaller the groups the better to fit into Malpas.	Thank you. This comment is dealt with in Policy H4.	N	17-Feb	
NP67	5.2 Built Character and Local Environment	BE1	27-28		Where is the local people's say in the discussion on how the design of buildings should look?	Policies in the NP require high quality design that responds positively to the character of the local area. These policies are the subject of this local consultation exercise. The character of the area has been defined by the Malpas Character Study which was itself subject to local consultation. The role of the NP is not be prescriptive on design but to establish a framework against which designs will be assessed. The policies here must be interpreted by planning officers, and by Members at planning committee, who should be reflecting local views.	N	19-Feb	
NP24	Figure 5.1 Proposals Map	Appendix E	51 & 78	Missing locations	Items 35, 36 and 40 not indicated on figure 5.1 the proposals Map	These will be added.	Y	19-Jan	
NP25	Figure 5.1 Proposals Map	Appendix E	51 & 78	Additional Green Space	There is also pond on the south side of Church Street. It is used for fishing and we can get to it along the footpath from Parbutts lane that goes along the back of houses on Church Street. Add the pond to the Green Spaces list	This will be added.	Y	19-Jan	
NP18	5.6 Transport and Communications	Issues and Opportunities	55-57	Additional data required	Taxis - there is no mention of the lack of Taxis.	We will refer to this in the issues section but this is a commercial factor that the NP will not be able to influence.	Y	19-Jan	
NP19	5.6 Transport and Communications	Issues and Opportunities	55-57	Additional data required	Emergency services - the Plan only mentions the fire service. No mention of how far away Chester hospital is, nor the police. No mention of first responders. Some money to keep the fire station open would also be important. Also Whitchurch police station is nearby but we do not get served by it. There is minor injuries unit in Whitchurch but we have no say in its development.	These matters are not related to land-use or development and so lie outside the scope of the NP. The fire station is mentioned because it is an existing land-use. These issues could be pursued by the Parish Councils.	N	19-Jan	
NP20	5.6 Transport and Communications	Issues and Opportunities	55-57	Additional data required	Cycling - this is briefly mentioned but not really covering how dangerous the roads are to cyclist particularly for teenagers. It is not surprising that cycling to the Heber is so low with such dangerous roads. One aspiration not mentioned which has happened elsewhere is converting the old railway into a cycle route. This could form a safe cycle route to Whitchurch and may even allow an safe cycling alternative to Chester. Connecting the old railway line and the canal towing path may form access to a number of places (I know there are bylaws about cycling on towing paths).	We will expand the text on cycling to cover this.	Y	19-Jan	

Change Request Number	NP Section	Policy / Area Affected	Page	Change request	Issue detail	Response	Change?	Date raised	Date change to be implemented
NP104	Appendix A		71-71	colour change	Consider re-colouring the blocks. I.e. Green least appropriate Orange more appropriate Red least appropriate	Green sites for least appropriate is intended to translate as sites that should be kept "green". Also green for most appropriate could imply "go" (i.e. development of the site is supported) when the site could be unsuitable for other reasons (e.g. Housing numbers). Also need to consider colours that enable the text to be read easily. The colours will be left as they are.	N	19-Feb	
NP111	Whole document	all	Various	Rename	Malpas Village Design Statement should be indicated as a "draft" document	See comment NP124		22-Feb	
NP155	All Policy sections	All	various	Additional authority	When adopted, the Neighbourhood Plan becomes the responsibility of the The Parish Council, so they should also be included in any discussions where reference is made to any negotiations between Developers and the Local Authority as being appropriate.	The Parish Council (s) will continue to be non-statutory consultees on planning applications. We will adapt policies to require developers to engage with the Parish Council, where appropriate.	Y	04-Mar	
NP156	All Policy sections	All	various	Policy Wording	All policise should be more directive with the view to controlling dvelopment. E.g. "must conform to" - "must respect" , etc.	This has also been discussed with CW&C. Policy wording will be amended where necessary.	Y	05-Mar	

Communication with CWaC Spatial Planning in the production of the NP

September 2012 – CW&C supplied us with OS digital data, historic mapping and aerial photographs for the Character Study.

12/9/2012 – Linda Sharp (LS) shared Open Space Audit

26/9/2012 – LS advised on Local Plan preparation process

October 2012 – Draft Character Assessment shared with CW&C, comments received and amendments made

June 2013 – Advice from CW&C on Sustainability Appraisal requirements

June 2013 – OS data resupplied for Neighbourhood Plan preparation

10/7/13 – NP Steering Group met with LS

16/7/13 – advise from Louise Hilder (LH) on Sustainability Appraisal requirements

9/9/13 – draft policy issues text from the NP Steering Group shared with LS

17/9/13 – LS attended the Neighbourhood Plan Workshop

16/10/13 – further advice from CW&C on Local Plan adoption and Sustainability Appraisal

22/10/13 – Proposed structure of NP and timetable shared with LS, followed by comments and discussion.

8/11/13 – draft policy sections shared with LS and LH, followed by specific comments and advice received

19/11/13 – meeting with LS and LH – comments

19/11/13 – meeting with LS and LH – comments on draft NP, evidence base requirements and SA screening

10/12/13 – further meeting with LS and LH – comments on draft NP, evidence base requirements and SA screening

20/12/13 – Draft Neighbourhood Plan and Evidence Base Summary shared with CW&C

19/12/13 – Draft SA Screening Assessment received from LH – followed by comments and discussion

05/03/14 – Comprehensive comments received from various CW&C departments (and English Heritage) on the Draft Neighbourhood Plan and Evidence Base. This was followed by further discussion on specific points. Both documents have been significantly amended in response to these comments

09/07/14 – Rosie Morgan (RM) introduces herself to John Webb as CW&C's new liaison contact