
Malpas and Overton Neighbourhood Plan

2010 to 2030



August 2014



Contents

1. Introduction	1
2. Malpas Today	3
3. Developing the Neighbourhood Plan	16
4. Our Vision for Malpas	18
5. The Policies	19
5.1 Homes for All	19
5.2 Built Environment and Local Character	28
5.3 Landscape Character and the Natural Environment	36
5.4 Services and Facilities	45
5.5 Supporting the Local Economy	50
5.6 Transport and Communications	55
Figure 5.1: Proposals Map	62
Figure 5.2: Areas of Archaeological Interest	63
6. Making it Happen	64
7. References	66
 Appendices	 68
Appendix A: Glossary of Terms and Acronyms	69
Appendix B: Methodology for Site Assessment of Potential Housing Sites	72
Appendix C: Designated Nature Conservation Sites (CWaC)	76
Appendix D: Character Buildings and Structures	77
Appendix E: Local Green Spaces and Corridors	78
Appendix F: Current Community Needs and Aspirations (May 2014)	81
Appendix G: Schedule of Policies	86
Acknowledgements	87

1. Introduction

Over the past 12 months, a group of residents from the parishes of Malpas and Overton have been preparing a Neighbourhood Plan. This is a local planning policy document that will allow the community to help positively shape the future of the area.

Figure 1.1 shows the boundary of the area covered by the Neighbourhood Plan. This is largely based on the Parishes of Malpas and Overton, although there are some small changes. The easternmost part of Malpas Parish is included within the No Man's Heath Neighbourhood Plan as it relates more strongly to No Man's Heath.

The period of the Plan is 2010 to 2030, which mirrors the period of the Cheshire West and Chester Local Plan. There will be regular review and updating of the Neighbourhood Plan during this period.

The Neighbourhood Plan has been led by the Malpas and Overton Neighbourhood Plan Steering Group, who have engaged planning consultants IBI Taylor Young for specialist support. The Neighbourhood Plan Steering Group has also been working closely with Cheshire West and Chester Council (CWaC) during this process.

This Neighbourhood Plan has been prepared and amended in response to feedback that has been received from the local community.

The key part of the Neighbourhood Plan is the Policies (Section 5). This section provides planning policies which will help direct the future of the area, and is supported by wider

aspirations. It is structured around six key themes, which reflect the priorities of the local community:

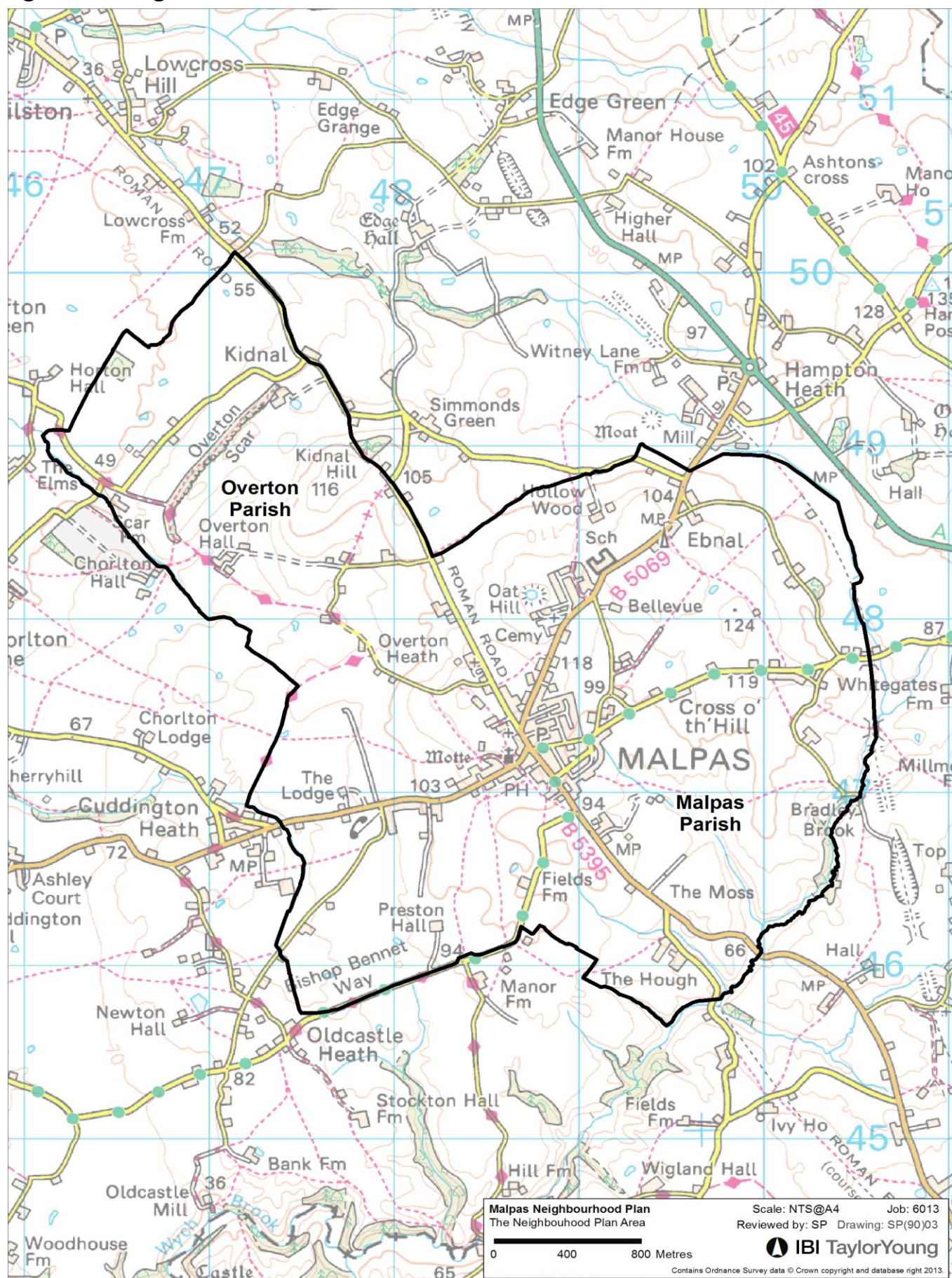
- Homes for All
- Built Environment and Local Character
- Landscape Character and the Natural Environment
- Services and Facilities
- Supporting the Local Economy
- Transport and Communications

This document is structured to provide an overview of Malpas and Overton today; an explanation of the process to date; a 'vision' and objectives for the area; effective and deliverable planning policies around the six key themes; and a description of how further action will be taken forward. The Neighbourhood Plan is accompanied with a separate Evidence Base Summary document which provides a full picture of the area today and summarises documentary evidence from a range of sources.



Millennium Clock on the Jubilee Hall, High Street

Figure 1.1 Neighbourhood Plan Area



2. Malpas Today

2.1. Introduction

The Malpas and Overton Neighbourhood Plan is an opportunity to plan positively for the future of the Parishes. This overview of Malpas and Overton today provides essential information regarding the key issues and establishes the 'baseline position' at the start of the Neighbourhood Plan period. Understanding these key issues is the starting point for producing a good Neighbourhood Plan. This section provides a summary of the key issues and a short synopsis of the full Evidence Base Summary document, which includes a list of all the source documents that form the evidence base to the Neighbourhood Plan.

2.2. Site Location

Malpas is located in the south Cheshire countryside, 3.6 miles from the national border with Wales (at Threapwood) (See Figure 2.1). Analysis of the 2011 Census data reveals that the village has a relatively small indigenous employment base. This means that many residents have to commute to jobs elsewhere. Table 2.1 shows distances travelled from Malpas to key employment centres.

Key employment /service centre	Distances from Malpas
Chester	16 miles north
Wrexham	14.9 miles west
Nantwich	17.3 miles east
Whitchurch	5.8 miles south

Table 2.1: Distances from Malpas to key employment centres (Source: AA Route Planner)

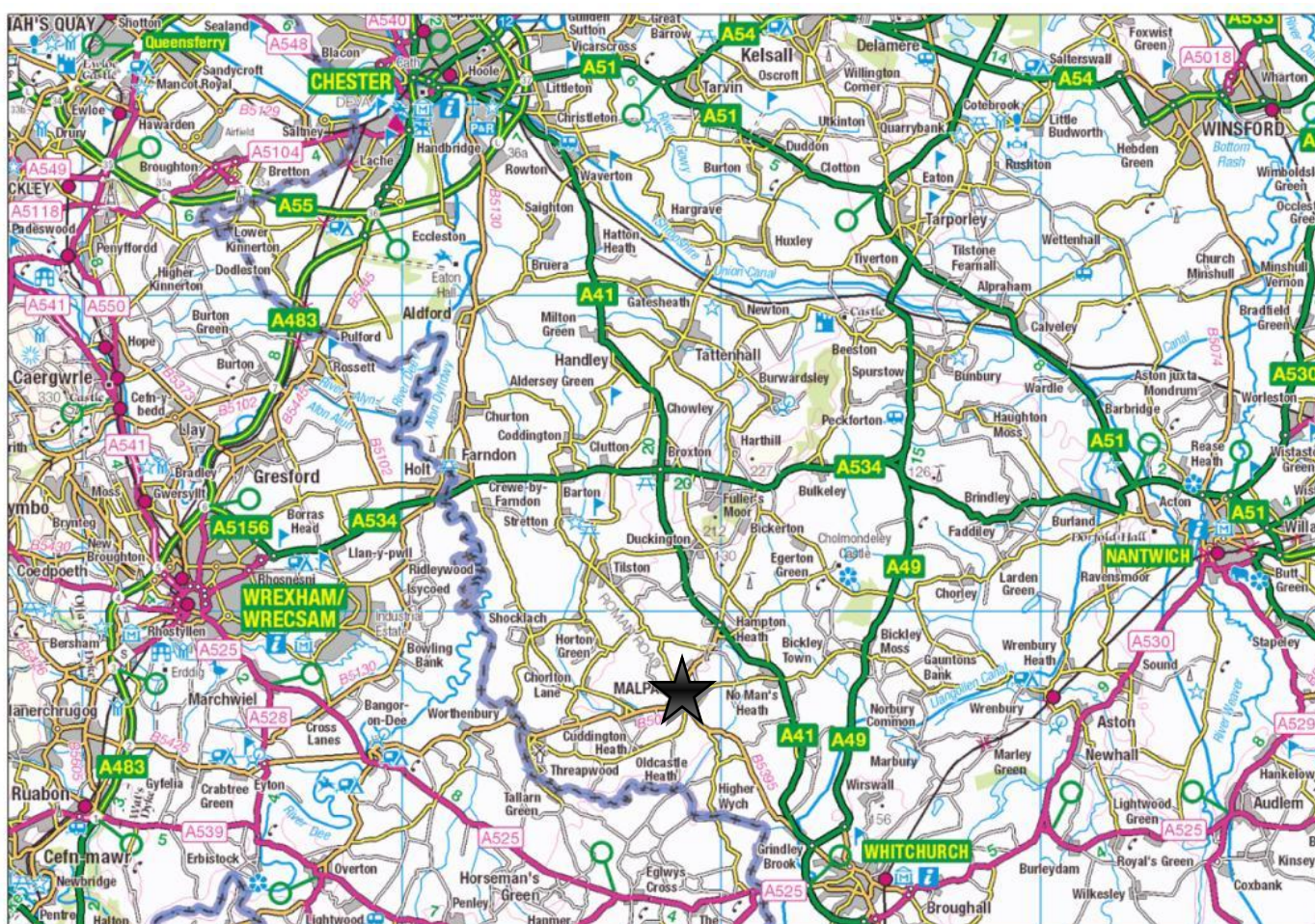


Figure 2.1: Malpas' location in its wider context (Source: Ordnance Survey)

2.3. Note on Data Sources

Figures available do not correspond exactly with the Neighbourhood Plan boundary. The evidence base draws on both Parish and Ward boundaries, depending on the availability of data. The Parish information in the figures comprises Malpas Parish, and is consistent with the Lower Super Output Area (LSOA) in the 2011 Census. Overton Parish, which includes 33 residential properties, is excluded from these figures. The Malpas Ward is a considerably larger area and includes the parishes of Agden, Bickley, Bradley, Chidlow, Chorlton, Cuddington, Edge, Hampton, Larkton, Macefen, Malpas, Newton by Malpas, Oldcastle, Overton, Stockton, Threapwood, Tushingham-cum-Grindley, Wigland, and Wychough.

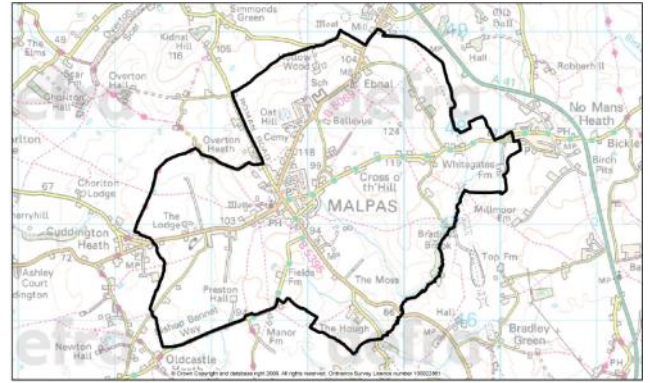
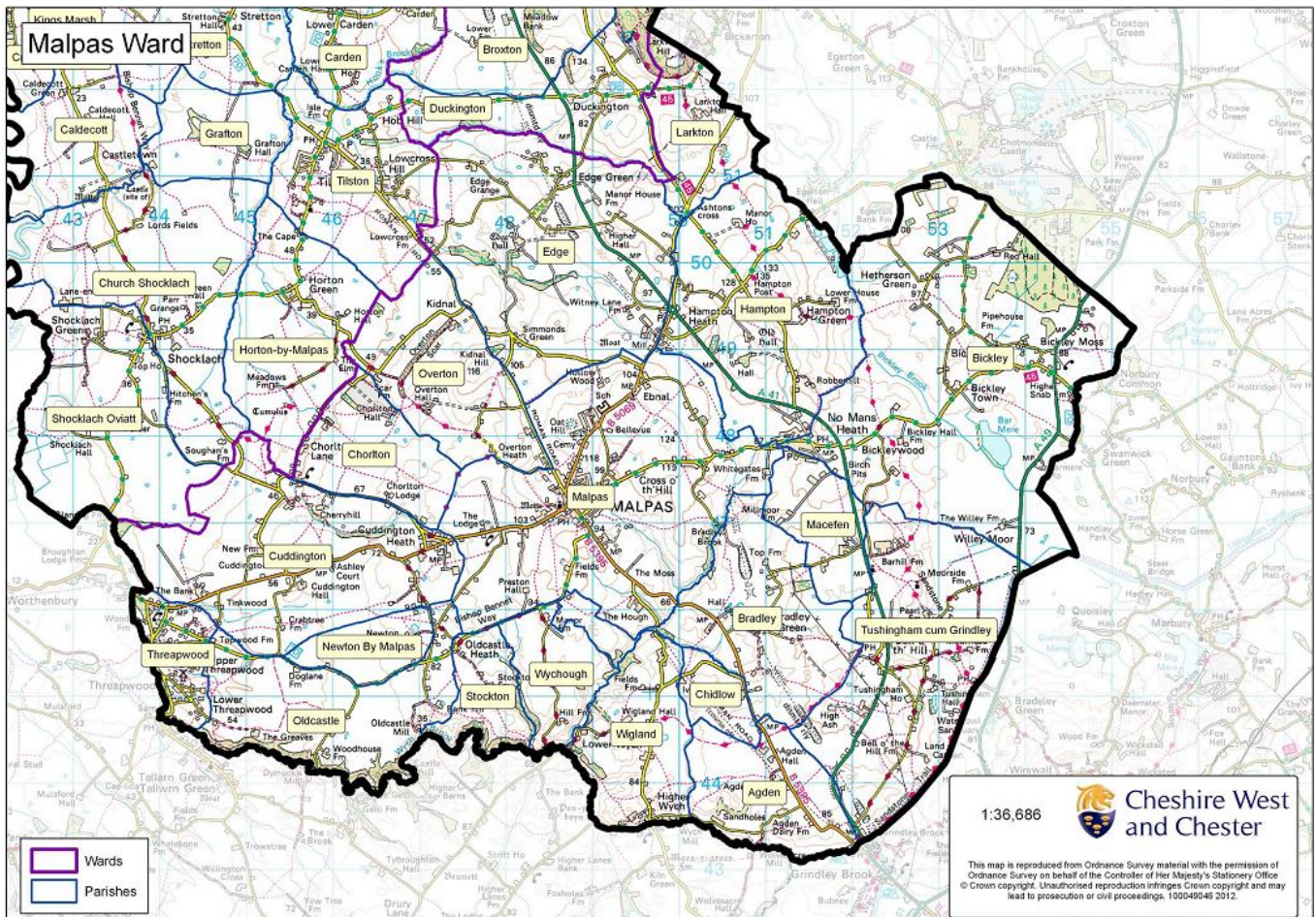


Figure 2.3 Malpas Parish Boundary (CWaC; Ordnance Survey 2009)

Figure 2.2 Malpas Ward Boundary (Source: CWaC; Ordnance Survey 2012)



2.4. Local History

The village of Malpas is a longstanding settlement, reflecting its strategic location. Its position on the wider road network, on a sandstone ridge overlooking the surrounding landscape, and close to the Welsh border, has informed the character and role of the settlement. At various times it has been a military garrison, a commercial centre on a busy route, and a market town and service centre for a large rural catchment.

Malpas was the centre of a large parish and Anglo-Saxon estate. Its establishment and administrative importance was probably linked to its position on Watling Street, the Roman road linking Chester and London. St Oswald's Church (a Grade I listed building) was first constructed in the second half of the 14th century, on the site of a much earlier (possibly Anglo-Saxon) church. Indeed, the dedication to St Oswald may indicate that Malpas was an Anglo-Saxon 'burh' (or fortified town) in the reign of Earl Aethelred and Ethelfleda of Mercia (879-918).

The Domesday Book (1086) records five knights living at Malpas (which was then called 'Depenbech'). This would have likely represented the basis of a larger military garrison stationed here. It is assumed that Robert Fitzhugh, the son of Hugh Lupus, Earl of Chester, was responsible for the erection of a castle at the top of the hill here, sometime before 1100. From 1100, Malpas became established as a defensive vantage point on the southern end of the sandstone ridge. The castle no longer remains but its Motte can still be seen today, and is protected as a Scheduled Monument. Whilst, the initial role of Malpas was to defend the realm from Welsh raiders, over time as aggressive raids diminished, farming on the fertile soil deposits grew, initially as rural isolated pockets and later more concentrated around the castle, as the settlement became an important trading centre for the surrounding parishes and hamlets.



Malpas High Street c.1900
(www.malpascheshire.co.uk)

Malpas' position on Watling Street later coincided with the main coach route linking Liverpool, Chester, Shrewsbury and London. In 1281 Malpas was granted a royal charter, formally enabling it to hold a weekly market and an annual fair. There are records of village fairs and markets taking place from this time, which established Malpas as a place of commerce. The medieval road layout still forms the street pattern of the Village Centre. The market square would have covered the whole area from the church to the Cross and as far as the Old Hall during the annual fairs. In places, around the Cross, the cobbled market surface can still be seen. With its wealth of produce from the surrounding farmland, Malpas grew as a commercial centre. Adding to this role, it became a centre for the linen trade in the 14th century, supporting specialised cloth merchants.

The 17th and 18th centuries saw further prosperity, evidenced by the fine buildings which were established at that time. Several buildings remain from this time, from black-and-white timber frame cottages to Georgian townhouses (typically with commercial premises on the ground floor). Nineteen inns were recorded in the settlement at this time to service the coaches travelling through. Most of this development was associated with two principal landowning families: the Drakes and the Cholmondeleys, whose crests (the Wyvern and Griffin) can still be seen on many local buildings. Malpas' formal role as a market town continued until the mid-19th century. The village was largely untouched by the industrial revolution in the 19th century but there are records of a wide and diverse range of non-farming occupations operating here at that time.



Cholmondeley Terrace, bearing the Cholmondeley family coat of arms

Agriculture has played a significant role in the prosperity of Malpas but more recently, as farming has evolved, employment opportunities in this sector have declined.

A railway station was located at Hampton Heath until its inclusion in Dr Beeching's station closure programme in 1957. The railway line closed to goods traffic in 1963. Today Malpas lies close to the A41 trunk road and experiences significant amounts of local through traffic, but its strategic position in relation to the road network has been eclipsed by the M6 motorway and other main 'A' classified roads. The village no longer holds a regular conventional market (although there is a monthly Farmers and Craft Market) but it continues to act as a retail and service centre for the surrounding rural community.



Malpas Train Station (www.malpascheshire.co.uk)

2.5. Evolution of the Settlement

Historic OS mapping shows that the village did not expand beyond its historic core until the early twentieth century. The first significant period of expansion was in the inter-war and immediate post-war periods (roughly 1919 to 1950) (including the Well Avenue and Sunnyside developments). In the post-war years (roughly 1950 to 1980) a greater scale of social and private housing was provided, notably in the form of the Springfield and Well Farm Estates. This was accompanied by a small amount of private housing, which generally occurred on a smaller scale on infill plots (for example on Tilston Road). The third wave of development has been more recent (post 1980, but mostly within the last ten years). Each wave of development has generally occurred in successively expanding bands around the village (although there have been infill sites and more dispersed development in all eras). Table 2.2 on page 9 shows the number and density of housing developments and dwellings.

Figure 2.4: Historic maps of Malpas (Source: Ordnance Survey)

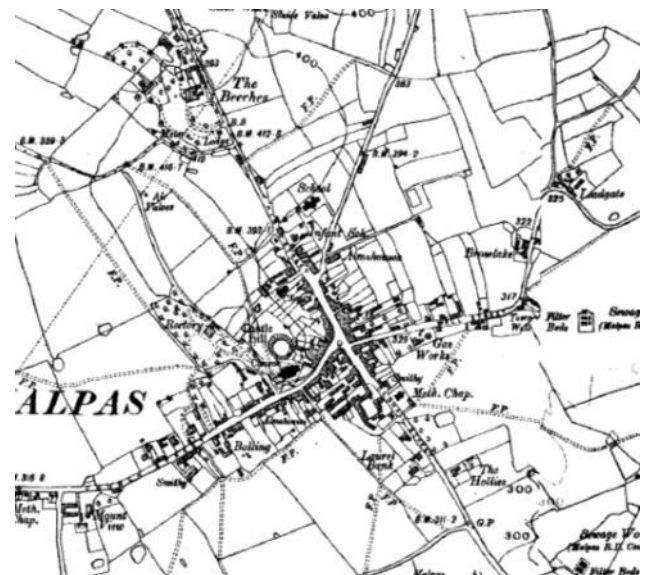
1874



1899



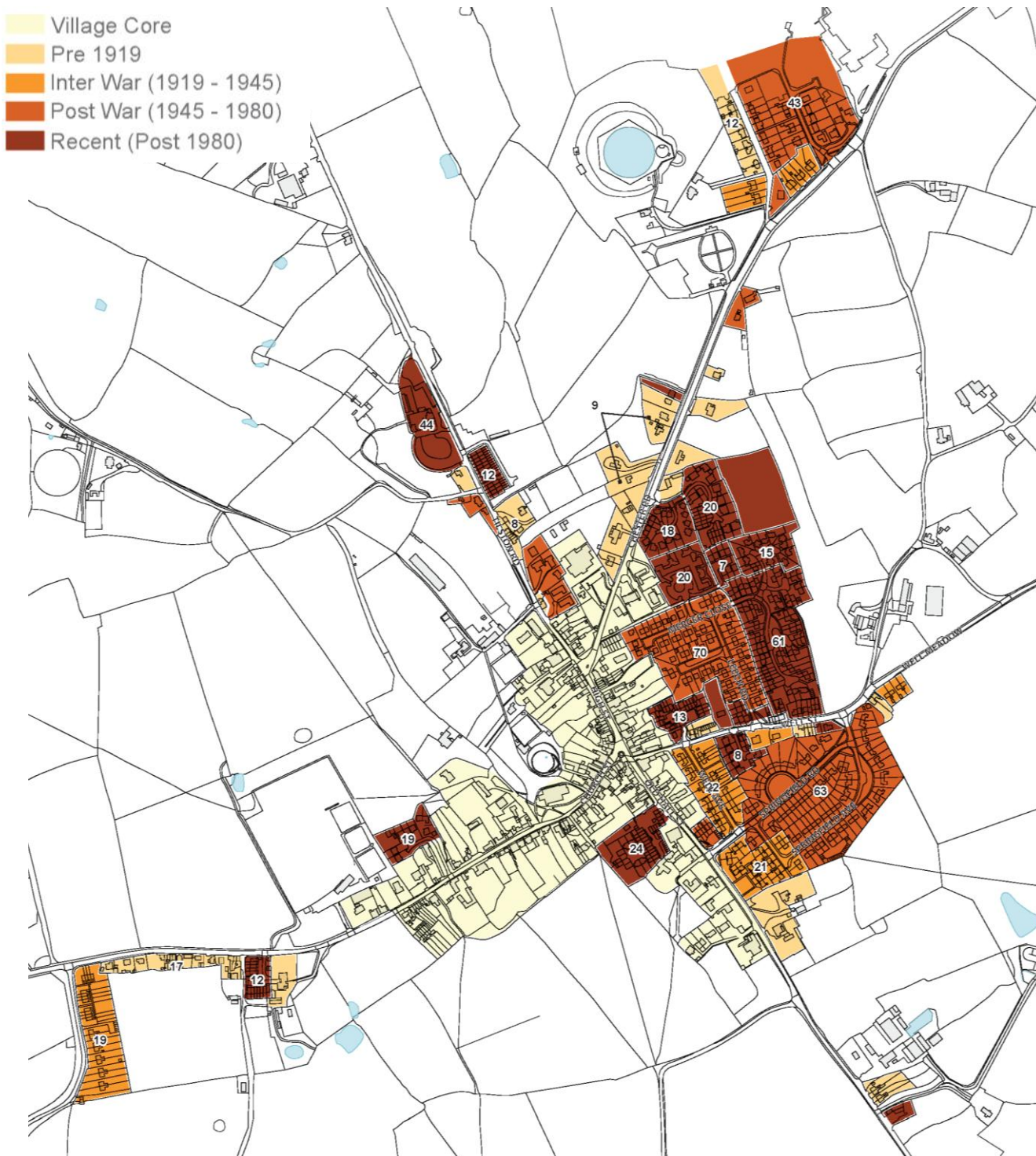
1912



1954



Figure 2.5: Evolution of Malpas



Era	Number of developments (above 6 dwellings)	Total number of units (approx)	Average number of units per development	Average density (dwellings per hectare)
Inter-war (c.1919-1945)	3	62	20.7	23.7 dph
Post-war (c.1945-1980)	3	176	58.7	29.7 dph
Recent (Post 1980)	14	281	20.1	35.7 dph
Total	20	519	25.6	29.39 dph

Table 2.2: Number and density of Housing Developments and Dwellings - Figure 2.5 maps the above developments.

This analysis allows us a good understanding of how Malpas has evolved over the preceding one hundred years. It clearly shows the anomaly of larger scale development that occurred in the post-war era, but that aside the size of developments has remained surprising consistent at around 20 homes per development scheme. The analysis also shows a gradual increase in the density of development, which has increased very evenly during this period.

A form of development that resembles these trends would represent a continuation of the previous 'organic' growth of the village and would best enable the current character to be preserved. The above tables indicate that schemes of up to 25 dwellings and with a density range of around 25 to 35 dwellings per hectare describe the previous 20th century expansion. This could be expanded up to 30 dwellings per scheme to provide greater flexibility for developers to provide the homes required for

Malpas, whilst not significantly deviating from the prevailing character. Equally, larger developments could be accommodated if they were designed to resemble a number of smaller developments of this size and scale.

A density range of 30 to 35 dwellings per hectare would allow new development to reflect the range of densities that currently exist from previous eras of house building.

2.6. Village Character

A large part of the village is designated as a Conservation Area and there are over 60 designated heritage assets within the Plan Area (as identified in Figure 2.6). The Malpas Character Study (produced by IBI Taylor Young) highlighted the following principal points:

- Historic role as a market town to surrounding rural area - weekly market ceased mid-19th century but wider market role continues.
- Castle Hill, St Oswald's, The Cross and the street pattern are all important survivals from the medieval era.
- Positioned on southern end of sandstone ridge overlooking the Cheshire and Shropshire Plains.
- Changing topography is a key characteristic
- Views to surrounding countryside are an important feature.
- Landmark buildings and structures identified
- 10 Character Areas – some more significant than others.
- The strongest character is derived from the historic Village Core, and also High Street

North and Church Street West character areas.

- Key street frontages: Medieval, Georgian and Victorian buildings in the village core. Continuous street frontages here are important.
- Several distinct building types in the village core: surviving vernacular cottages, Georgian properties, simple Victorian properties and Victorian vernacular-revival style. Another important housing type is Victorian rural cottages (High Street North, Tilston Road and Well Street).

2.7. Malpas and Overton Today – 12 Key Points

This section summarises the 12 key points that have been determined from our analysis of the evidence base and sets out what conclusions can be drawn for policy-making. The following inter-related points have helped shape the agenda for the Neighbourhood Plan.

Please refer to the full Evidence Base Summary document for more detailed analysis.

1. Malpas has a stable, rising population

There are 3,975 people living in the Malpas Ward, this is 1.2 % of the Cheshire West and Chester population. In Malpas Parish there are 1,673 people (40.6% of the Ward population). 45.8% are male and 54.2% are females. The population in Malpas Parish increased by 2.8% in the last ten years, compared to 2.3% for CWaC (2001 Census compared with 2011 Census). There were 3.0% of people from Black or minority ethnic groups compared to the national

figure of 20.2%. There were 3.5% of people born outside the UK living in Malpas (13.8% nationally). The projected level of housing growth of at least 27% (based on the corresponding % increase in new homes derived from the target in the Local Plan.) represents a considerable additional increase to this population.

Conclusion: The population increase suggests that there is a need for the village to adapt in terms of housing, school, transport, medical services and other facilities.

2. Malpas has a large older population

2011 Census data indicates that the number of people aged 50 years or older in Malpas Parish is proportionally higher than the national average (see Table 2.3). In Malpas Parish there are 51.7% (865) of people over 50 years old or older compared to 34.4% nationally. The number of working age adults aged 16 to 64 was 54.3% in Malpas Parish; proportionally less than the national level of 64.7%.

Conclusion: These figures indicate that the proportion of the population that are retired or likely to retire in the next ten or fifteen years will be proportionally significantly higher than the national average (2011 Census). Suitable homes need to be provided for this element of the population.

	People aged 65 or above	People of working age (16 to 64)	Children aged under 16
Malpas (Parish)	521 (31.1%)	909 (54.3%)	243 (14.%)
Malpas (Ward)	924 (22.2%)	2,424 (61.0%)	627 (15.8%)
CWaC	61,100 (18.5%)	210,373 (63.8%)	58,135 (17.7%)
North West	1,171,155 (16.6%)	4,556,474 (64.6%)	1,324,548 (18.8%)
England	16.3%	64.7%	18.9%

*Table 2.3: Population breakdown by age
(Source: 2011 Census table KS102EW - Age structure.
2011 Census © Crown Copyright, Office for National
Statistics licensed under the Open Government
Licence v1.0)*

3. Malpas has specific older persons' housing needs and service needs

Malpas has a high proportion of older people (see (2) above). There are also a high number of one person households aged 65 and over in Malpas (21.2% compared to 13.2% in CWaC).

Conclusion: Significantly high numbers of one person households and increasing numbers of retirement age people indicate that more attention needs to be given towards providing appropriate housing, services and infrastructure for them.

4. Although generally affluent, there are a significant proportion of households exhibiting indicators of deprivation

Malpas is generally an affluent population - 29.1% of Malpas Parish working age residents were managers, senior officers or professionals

(2011 Census). However, the 2011 Census revealed that in Malpas 31.3% households were deprived in one dimension; 23.0% of households were deprived in two dimensions; 3.0% people were deprived in three dimensions; and no households were deprived in four dimensions (2011 Census Table QS119EW - Households by deprivation dimensions). The comparisons in the table show that more residents in Malpas were deprived in 2 or more dimensions than in both Cheshire West and Chester and England & Wales.

5. House prices are above average

Currently house prices in Malpas are between £200,000 and £250,000 (Land Registry Price Paid Date 1 Feb 2012 to 25 March 2013). This compares to median house prices for Cheshire West and Chester which were £157,750 in 2012 (SHMA, 2013).

Conclusion: The combined effect of both higher house prices and higher relative levels of deprivation in Malpas compared to CWaC means that there is greater local importance in providing sufficient affordable housing. Deficient numbers of affordable houses acts as a barrier to the housing market in Malpas for economically active young people and families that cannot afford to buy a house.

6. Malpas is experiencing development pressure as a popular place to live

Malpas has doubled in size over the past 40 years, and will continue to grow in the next 20 years (based on the housing allocation in the CWaC Local Plan). There have recently been

several planning permissions totalling a significant number of new dwellings.

Conclusion: It is important to ensure that the Village Centre continues to provide the shops and services to meet the needs of this expansion.

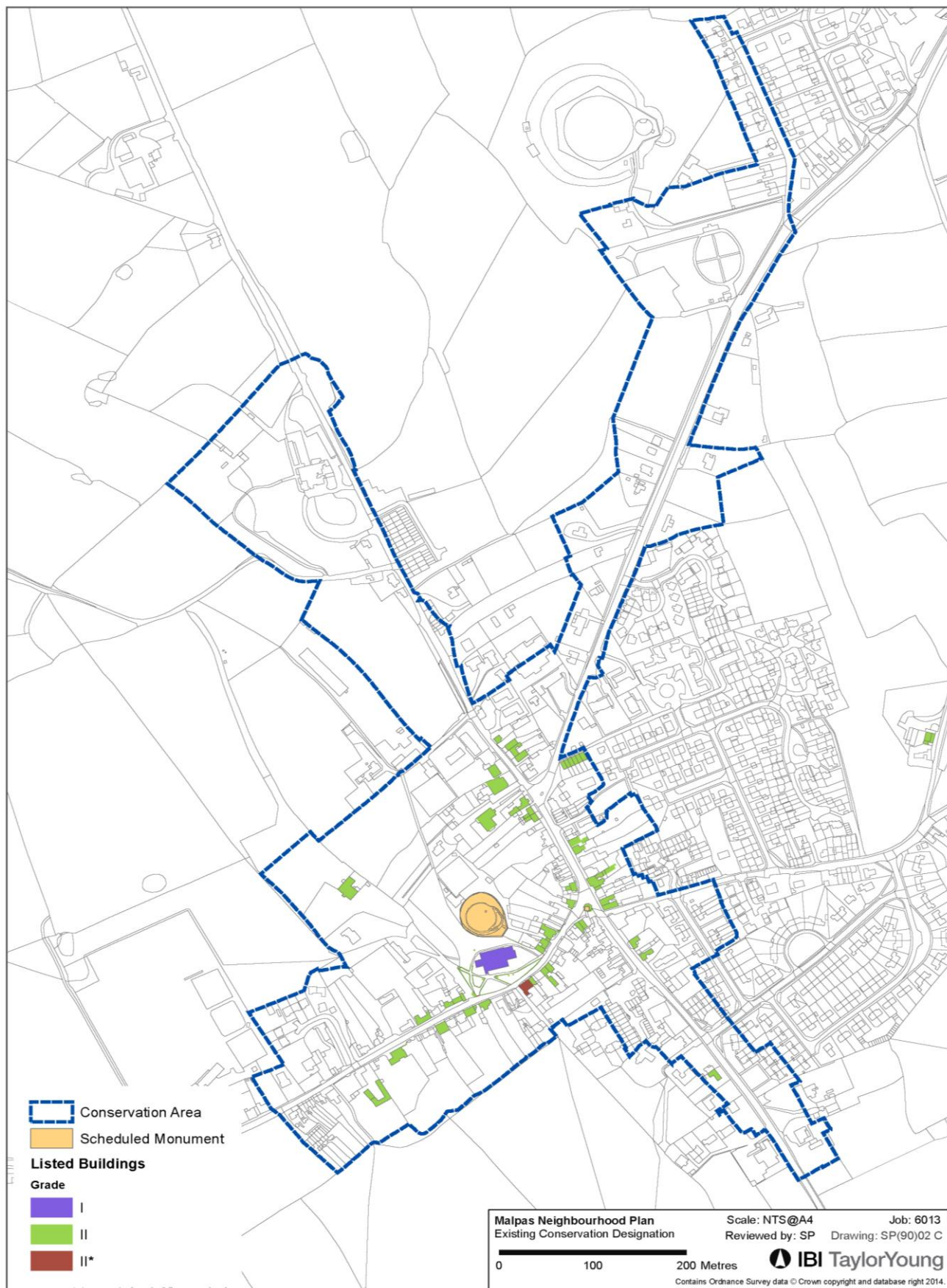
7. There is a need to conserve, preserve and enhance the landscape and the historic and cultural environment

Large parts of Malpas village are designated as a Conservation Area (see Figure 2.7). There are also over 60 designated heritage assets including 54 listed buildings. The Malpas Character Study identified a distinctive local character that derives from both listed and unlisted buildings. This character is not uniform and varies by 'character area'.

The surrounding landscape character also plays an important role in the distinctive identity of Malpas and Overton. This includes strong field patterns with mature hedgerows and a settlement pattern of scattered farmsteads and dispersed hamlets spread along hedged lanes. Many of these are ancient landscapes with historic importance (Cheshire Historic Landscape Characterisation, 2007).

Conclusion: Effective policies are needed to protect the distinctive local character (both in the built area and the rural landscape) and to ensure that this is reflected in new development. The first step should be to understand this existing character and apply policies at a local scale.

Figure 2.6: Designated Heritage Assets



8. Renewable energy should be supported, where it will not harm the landscape character

Malpas is identified as a favourable location for renewable energy (CWaC Draft Local Plan, July 2013, and CWaC Low Carbon Renewable Energy Study, 2012). The development of renewable energy should be supported alongside appropriate protections for landscape character, safety and residential amenity.

Guidance on policies for renewable and low carbon energy is set out by the Government on the Planning Practice Guide (2014). This explains that the need for renewable energy does not automatically override environmental protections and the planning concerns of local communities. Policies based on clear criteria can be useful when they are expressed positively. Local characteristics, such as topography, the local environment and land uses are important when considering whether proposals are likely to be acceptable.

Conclusion: The consideration of the most appropriate form and location of renewable energy needs to be based on a thorough assessment of its impacts on local character.

There is a role for the Neighbourhood Plan to include a criteria-based policy to consider the circumstances where renewable energy infrastructure would be appropriate, based on local site conditions.

9. Continued provision and access to local services and community facilities, including shops and healthcare, is essential.

Although Malpas has only a small population of (1,673 in Malpas Parish, 2011 Census) it serves a

larger rural hinterland. The village provides the following key services:

- Doctor's surgery: Laurel Bank
- Community centre: Jubilee Hall
- Primary School: Malpas Alport Endowed Primary
- Secondary School: Bishop Heber High
- Lloyds Bank
- Post Office: in Londis on the High Street.

However, accessibility to these services can be an issue, as there is limited public transport and the distance to other centres is significant.

Conclusion: An effective range of local services must be provided and protected, to serve both the existing and projected population.

10. Malpas has a small but significant rural employment base that must be protected and supported

Malpas Parish has significantly more self-employed/small employers and less long term unemployed than the CWaC or the North West averages. There are many small and medium-sized business enterprises that operate within close proximity to the village core. Agriculture is a major sector of employment locally.

Conclusion: Existing small employers should be protected and encouraged. This is an important element in making Malpas a sustainable place in which to live and work. It will also have wider benefits in supporting shops and services in the village centre.

11. Access to superfast broadband is important and needs to be provided

Fibre Optic broadband is currently not available within the area but is needed to enable more people to work effectively from home and to serve the needs of existing local businesses. This is important given the rural location of many small and home-based businesses, and the relative poor travel accessibility. The aspiration to provide superfast broadband in the area is included within CWaC's Rural Regeneration Strategy 2011.

Conclusion: This aspiration should be reflected in the Neighbourhood Plan.

12. Road transport is important in Malpas but the area experiences traffic congestion and there are conflicts between cars, cyclists and pedestrians

Road transport is crucial in Malpas; public transport services connecting the village are very limited with infrequent bus services and there is no rail access. Although road transport is dominant in Malpas, 18% of the population do not have access to a car or van (2011 Census). Data from 2011 Census shows that more people travel by car to work than the averages for CWaC and North West (see Figure 2.8).

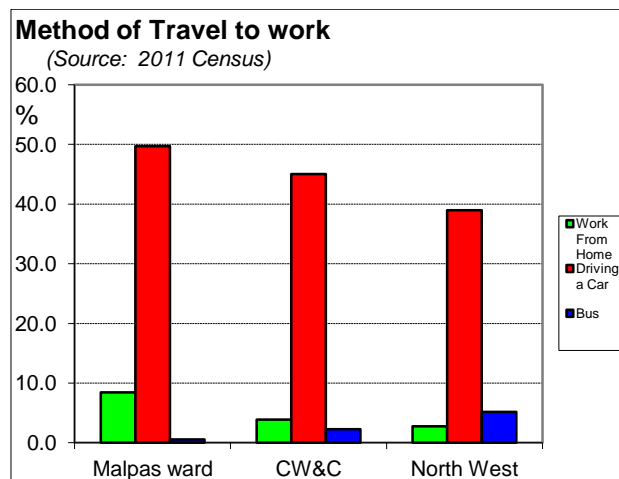


Figure 2.8: Method of Travel to Work (Source: Census 2011)

Bishop Heber High School has 1,115 pupils and 127 staff. The Travel Plan for the school shows that 75% of pupils live more than 3km away from the school. This means that the most popular mode of transport for children is a school bus. A further 20% are transported by car (see Evidence Base Table 9.1). Alongside staff travel, which is predominantly by car, this places a burden on Malpas's roads (Bishop Heber High School Travel Plan, 2012).

There are no dedicated cycle facilities in Malpas. The impact of the reliance on roads is exacerbated by the large amounts of through traffic (often including large vehicles and farm traffic) that use the B5069 and B5395 passing through the centre of the village. These are narrow roads, which must also share space with pedestrians and cyclists. This presents safety concerns and impacts on the quality of the pedestrian environment and historic character within the village.

Conclusion: Provision of adequate road infrastructure is crucial in Malpas. Conflicts and safety issues between different road users need to be resolved.

3. Developing the Neighbourhood Plan

The Neighbourhood Plan has progressed through several stages to arrive at the current version. The formal stages of preparation and adoption have been set out by the Government in the Localism Act (2011) (see diagram on the right).

The Neighbourhood Plan Steering Group began by collecting together existing data and evidence that described the area today and its issues (as summarised in Section 2). They also commissioned IBI Taylor Young to prepare a Character Study, which accurately described the character of different parts of the village.

Importantly, the Neighbourhood Plan Steering Group then 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. Questions were asked on 35 proposals, structured around seven themes, which form the basis for the six themes in this document. This has informed the vision and objectives within this Plan and, where clear consensus was found, the consultation responses have directly influenced the content of the policies and aspirations in this document. The policy themes (in Section 5) each include a summary of the key points to emerge from this exercise. A Consultation Summary will be submitted to the local authority alongside the Neighbourhood Plan, summarising all the consultation to date.



Extract from 'How to Shape Where You Live: A Guide to Neighbourhood Planning', CPRE (2013)

A two-day workshop was then held with members of the Neighbourhood Steering Group, and other key stakeholders, on 16-17 September 2013. At this workshop a series of options were generated and discussed. These options considered different topics to address through policies and other actions. Through the workshop process there emerged a series of objectives and potential policies within each of the six themes. These were analysed against the baseline data and agreed by the Steering Group.



Neighbourhood Plan Workshop, Sept 2013

Following the workshop the Neighbourhood Steering Group, assisted by IBI Taylor Young, prepared a first draft of the Neighbourhood Plan. This was then reviewed by Cheshire West and Chester Council (CWaC), who provided detailed comments from a range of Council departments. The current version of the Plan has been amended to reflect these comments, with the aim of ensuring that an effective Neighbourhood Plan can be produced which will be ultimately capable of adoption and integrates with existing planning policy.

Cheshire West and Chester Council have also provided a 'screening assessment' of the Neighbourhood Plan, to determine whether it

would formally require a Strategic Environmental Assessment (or Sustainability Appraisal) to be undertaken. This Screening Assessment concluded that the Neighbourhood Plan is unlikely to give rise to any significant environmental effects and Strategic Environmental Assessment is therefore not required.

The diagram on the previous page highlights the stages that will follow. This includes submission to CWaC, examination by a Planning Inspector and a Referendum, at which the local community will have the final say on whether the Plan is adopted as planning policy. Section 6 explains these next steps in more detail.



Feedback from the Workshop

4. Our Vision for Malpas

The Vision

“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, including its heritage assets and the surrounding countryside, will be protected, enhanced and celebrated - making the area an attractive place in which to live, work and visit.”



Objectives

- 1. Provide an excellent quality of life in our local area.**
- 2. Ensure that new development is sustainably located, connected and integrates well with the village.**
- 3. Support housing growth that meets the needs of the local population, including all sections of the community.**
- 4. Ensure that the area is easy and safe to move around in for all modes of transport and that the infrastructure continues to adequately serve the village as it grows.**
- 5. Protect and maintain the existing rural landscape character.**
- 6. Protect and enhance the natural environment.**
- 7. Ensure continued provision of a comprehensive range of local shops, services and community facilities that meets the needs of the local population.**
- 8. Support a broad and sustainable local economy that provides job opportunities for residents of Malpas and Overton.**
- 9. Protect and enhance our heritage assets and the distinctive local character of the built environment.**
- 10. Promote sustainability and reduce carbon-dependent activities.**

Vision words used by the Neighbourhood Planning Workshop groups

5. The Policies

The policies of the Neighbourhood Plan represent its core content and will be used to decide planning applications. Policies are required to be land-use and development related and must conform to the ‘basic conditions’ set out in Government legislation on Neighbourhood Plans. The policies must also follow existing policy set out nationally and by CWaC.

The Neighbourhood Plan policies are set out in this section, organised into the six themes. Each section begins with a list of the objectives (from Section 4) that the policies within each theme will contribute to. This is followed by a summary of the issues and opportunities, supported with relevant extracts from the evidence base and community consultation comments (for further information please refer to the separate Evidence Base Summary and Consultation Statement documents).

The individual policies for each theme are then provided. The policy wording is set out in bold for each policy, followed by supporting explanation.

Following the policies are ‘aspirations’. These are elements that have been identified as important by the Neighbourhood Plan Steering Group and the local community, but which do not fulfil the land-use and development criteria for Neighbourhood Plan policies. Nevertheless, these aspirations link closely with the objectives and the policies. Although they will not be fully delivered through the Neighbourhood Plan it was felt useful to describe them here, and for them to undergo community consultation as

part of this document, in order for a holistic and integrated strategy for the area to emerge and gain consensus.

Finally, each theme subsection concludes with a summary of the key national and CWaC policies that integrate with the Neighbourhood Plan policies (for further information on this please see the separate Basic Conditions Statement).

5.1. Homes for All

Objectives Met:

1. *Provide an excellent quality of life in our local area.*
2. *Ensure that new development is sustainably located, connected and integrates well with the village.*
3. *Support housing growth that meets the needs of the local population, including all sections of the community.*
9. *Protect and enhance our heritage assets and the distinctive local character of the built environment.*
10. *Promote sustainability and reduce carbon-dependent activities.*

Issues and Opportunities

The Cheshire West and Chester Local Plan Part One: Strategic Policies sets the numbers for housing growth in Malpas. This direction recognises the village’s designation as a ‘key service centre’ which plays an important role in meeting local needs and making the

Neighbourhood Plan area a sustainable place to live in. This Neighbourhood Plan recognises that the CWaC Local Plan Part One: Strategic Policies will set the agenda for housing numbers and growth. It does not seek to determine the overall number of houses to be built within the Neighbourhood Plan area; rather its emphasis is on how this housing will be delivered. Malpas and Overton are looking to plan positively to meet the identified local housing requirement.

Thriving villages are developed through organic sustainable growth, managing change that blends in with the existing character of its setting and buildings. It is of great importance that Malpas develops without disturbing the balance and harmony of the village, its heritage assets and its surrounding rural area. The supply of new homes in the village and wider parish must respect the character, scale and grain, and distinctive features of the local area.

Proposed development sites must be carefully assessed and will only be considered appropriate for development where they reflect the principles of sustainable development, respect the historic environment, and are consistent with the Neighbourhood Plan taken as a whole. New residential development at Malpas should contribute towards a wider choice of high quality homes to support sustainable, mixed and inclusive communities.

The Malpas and Overton Neighbourhood Plan will seek to underpin a well-balanced population that is vital to the ongoing viability of local services and prosperity of the Parishes, particularly in light of the community's significant ageing population. It is evident from the Cheshire West and Chester Strategic Housing Market Assessment (SHMA) that there is a

demand for a range of property sizes and types in the Malpas and Overton area.



Malpas is attracting new housing development

The Neighbourhood Plan area is an attractive place to live. The area is experiencing considerable development pressure from housing developers and house prices are relatively high. Affordability remains a key housing issue for Malpas and Overton and the evidence base presents a compelling case to establish local targets for affordable housing and accommodation for older persons (see supporting Malpas and Overton Neighbourhood Plan Evidence Base Summary and SHMA, 2013)

The community recognises that housing development can bring wider benefits, such as the redevelopment of brownfield sites, supporting shops and community facilities, funding infrastructure improvements and providing much needed affordable homes.

Evidence Base Summary

The policies in this section have been developed from the most up-to-date, comprehensive documentary evidence base. This is presented in the supporting Evidence Base Summary document. The Neighbourhood Plan will be regularly reviewed and updated to ensure that it continues to be based on the most up-to-date evidence base. The key evidence base documents that support policies in this section are:

- Cheshire West and Cheshire Strategic Housing Market Assessment (SHMA), July 2013
- CWaC SHMA Viability Study, July 2013
- CWaC Strategic Housing Land Availability Assessment (SHLAA), 2013 Update
- Malpas Parish Council Housing Need Survey, 2012
- 'Social Exclusion in Malpas', Staffordshire University, October 2013
- 2011 Census Data (ONS)
- Ordnance Survey Historic Mapping (1875, 1881, 1898, 1911, 1954, 1973)
- Malpas Character Study, IBI Taylor Young, 2013
- Village Design Statement, Malpas Parish Council, 2010
- Urban Design Compendium I and II, Llewellyn Davies, 2007

A Site Assessment methodology has also been developed by Malpas and Overton Neighbourhood Plan Steering Group, in conjunction with IBI Taylor Young and this is provided in Appendix B.

The evidence base highlights some key facts that have informed housing policy for Malpas, for example:

- In 2011 in Malpas Parish there were 1,673 residents living in 770 households [2011 Census Table KS101EW - Usual resident population]
- In 2011 in Malpas Parish, 21.2% (163) of households were one person households aged, 65 or above; 15.6% (120) were one person households aged under 65 [2011 Census Table KS105EW - Household composition]
- In 2011 in Malpas Parish, 51.7%(865) of the population were aged 50 or older (compared to 34.4% nationally), 31.1%(521) were aged 65 or above (compared to 16.3% nationally) [2011 Census KS102EW - Age structure]
- Median house prices in Malpas were between £200,000 and £250,000 in 2012-13 [Land Registry Price Paid Date 1 Feb 2012 to 25 March 2013]
- This compares to median house prices for Cheshire West and Chester which were £157,750 in 2012 (Q3) [SHMA, 2013].
- In 2011 in Malpas Parish 31.3% households were deprived in one dimension; 23.0% of households were deprived in two dimensions; 3.0% people were deprived in three dimensions; and no households were deprived in four dimensions [2011 Census Table QS119EW - Households by deprivation dimensions]
- The SHMA (2013) suggests a gross annual requirement for 1,382 affordable units across the borough between

2013/14 and 2017/18 (without a reduction in backlog) as well as detailing a local need, which has an annual net shortfall of 27 units for the Malpas Ward.

- The SHMA identifies a current shortage of smaller dwellings and older person's accommodation. The recommended annual affordable housing requirement for Malpas is 6 x 1-bed dwellings, 5 x 2-bed dwellings, and 3 x 1-bed dwellings for over 65 year olds [SHMA, 2013].

In summary, Malpas is a popular place to live with above-average house prices but the population includes significant numbers of lower income households and older people whose accommodation needs must also be addressed. One possible solution to some of these issues may be the establishment of a Community Land Trust.

Voice of the Community

There is a clear mandate from the local community to address the issues identified using the policies contained in this section. The vision stage community consultation exercise identified the following points:

- **91% agree** that developments should help broaden the choice of available housing options including the provision of housing that local people can afford.
- **82% agree** that each new residential development should be restricted to a maximum of 30 dwellings.

- **86% agree** that developments should seek to address the housing requirements of local residents, and should include bungalow accommodation.
- **81% agree** that new affordable housing should reflect a balanced choice in terms of rental and purchase options.

“Developments to be phased to reflect the historical growth of Malpas”

“New housing should meet local needs”

“Give attention to the housing needs of older people”

[Vision & Objectives Community Consultation, May 2013]

Policies

H1. New Housing

New housing development will be supported on sustainable and appropriate sites. Sites will be assessed for their sustainability and appropriateness for development. New housing sites should be within safe and easily accessible walking distance of the Village Centre (i.e. less than 10 minutes' walk). Brownfield sites will generally be assessed as being more sustainable than greenfield sites. Where greenfield development occurs it should be on sites that are directly adjacent to the existing village of Malpas.

The number of new housing must comply with the target set by Policy STRAT8 of the CWaC Local Plan Part One: Strategic Policies.

Housing development in the surrounding rural area will not normally be considered

appropriate (except for individual dwellings that conform to Policy H2).

Explanation

New residential development should integrate effectively with existing settlements and maintain settlement scale and integrity. Development is best located in sustainable locations that are within easy and safe walking distance of shops, services and public transport routes. This means that significant housing development in the Neighbourhood Plan area will be best located within or directly adjacent to Malpas, where it can become part of the village.

It is recognised that new development will necessitate extending the existing built edge of Malpas, in order to meet identified housing need, but the size, location and design of this new housing will require careful consideration in order to preserve the existing positive characteristics of the village.

The housing target for new homes in Malpas has been set by CWaC in the Local Plan Part One: Strategic Policies and is based on existing and projected housing supply and demand, the availability of suitable sites and the scale of development that the infrastructure in Malpas can sustain. The Neighbourhood Plan supports the current target.

A site assessment methodology has been included in Appendix B which provides one potential means of assessment and comparison.



Good quality new housing: Bell Meadow Court, Tarporley

H2. Rural Housing Development

Development of individual homes in the rural area will be considered acceptable if they provide replacement dwellings. They will also be considered appropriate if they meet specific needs and deliver high standards of design and sustainability, in accordance with any of the following criteria:

- (i) The home is required for rural workers at their place of work (in which case this must apply in perpetuity).**
- (ii) The home is required for ancillary relatives' accommodation, directly related to adjacent dwellings. The properties should remain continually tied with appropriate controls over occupancy.**
- (iii) New individual dwellings in the rural area will also be considered appropriate if they deliver homes of an exceptional, innovative design. Designs must be truly outstanding or innovative, demonstrating the highest standards in architecture and helping to raise design standards in the rural area. The design must also be sensitive to the defining characteristics of the local area.**

(iv) The house demonstrates excellence and innovation in environmental sustainability, significantly beyond current regulatory requirements. This must be demonstrated by conformity to Code for Sustainable Homes Level 5 (or the equivalent regulatory standard at the time of submission).

Explanation

It is accepted that, although the majority of housing should be directly adjacent to the built-up area of the existing village, a small number of individual dwellings may be considered appropriate in the rural area for a variety of specific reasons. Policy H2 also responds to paragraph 55, 4th bullet of the NPPF and aims to promote exemplary individual homes that demonstrate excellence in design innovation and environmental sustainability.

It should be noted that Policy H2 intends to deliver only a very small annual number of dispersed individual dwellings.

H3. Housing Type and Tenure

When determining the affordable housing component of new residential developments in the Neighbourhood Plan area, in accordance with the relevant policies from the Local Plan, the appropriate figures for 'Malpas Ward' from the most up-to-date Strategic Housing Market Assessment should be specifically applied.

Application of this policy should aim to ensure that new housing development provides for the needs of existing local residents who are seeking new accommodation in Malpas and Overton.

This will include ensuring developments that provide an appropriate mix of housing types that respond to local demand, and the provision of affordable housing that responds to specific equity and rental requirements.

The needs of older people should also be addressed. At least 25% of new houses on developments of more than 10 homes in Malpas should be fully Lifetime Homes compliant (or compliant to a relevant equivalent standard to the satisfaction of the local planning authority).

The provision of affordable housing and older persons' accommodation may be influenced by specific site conditions and scheme viability. Where scheme viability may be affected and where proposals do not meet the requirements identified above, then applicants will be expected to justify any alternative proposals through the submission of a full open book viability appraisal.

Explanation

The Local Plan Part One: Strategic Policies requires the provision of affordable homes within housing developments and requires this to respond to housing needs assessed by the Strategic Housing Market Assessment (SHMA). The aim of Policy H3 is to ensure that this provision is determined using the SHMA figures that most closely relate to specific local needs in Malpas and Overton.

The affordable housing provision will include a mix of types and tenures of housing to be agreed with the Local Authority. This will include consideration of the number of bedrooms and type of units. Malpas has a high number of older

people: 31% of Malpas Parish residents were recorded as being 65 or over in the 2011 Census [ONS, 2011]. Housing proposals should therefore respond by providing sufficient specialist homes suitable for older people; hence the requirement for 25% of homes to be Lifetime Homes compliant. Older persons housing could also include sheltered housing (with or without on-site wardens), Extra Care housing or residential/care homes.

The provision of affordable and older persons' housing provision should ensure that residents that wish to remain in Malpas and Overton as their housing needs change are able to do so. It will also help to maintain a balanced and sustainable community.

Affordable housing provision should be 'pepper-potted' through the development – i.e. scattered in viable blocks across the site rather than located in a single cluster, in order to aid social cohesion and create mixed communities.

Specialist equity products can be developed that favour existing local residents and these have been used recently in Malpas; for example the scheme at Brock Bank on Tilston Road. A Community Land Trust may also provide an effective response to meeting identified local needs. It is recommended that these models are explored when considering housing provision in response to this policy.

H4. Housing Character and Design

The character of new housing developments should reflect the organic growth of Malpas to date and not result in large 'estate' type areas of similar appearance. Instead, new developments should contribute to creating sociable and inclusive neighbourhoods that

respond to the village character and strengthen the existing community.

New residential development should therefore ideally be delivered as schemes with a maximum of 30 houses. Where a scheme exceeds this number then different areas of distinct and discernible character, each no larger than 30 homes, must be designed into the scheme.

All new developments should be designed with an outward-looking housing layout that positively addresses existing roads and have good pedestrian connections that promote integration into the existing settlement.

Explanation

Effective integration is more likely to be achieved by several smaller development sites, each responding to the density and street form of adjacent character areas, than with a fewer larger sites. Larger development sites are likely to have a more homogenous feel unless this is strongly addressed in the design concept.

The '30 home' figure for character areas is felt to most closely resemble the organic, historical growth of Malpas and its existing built form and character. The majority of housing in the area has been developed on the settlement edges of Malpas, over the last one hundred years, in schemes with an average of 25-30 dwellings, and at an average of around 30 dwellings per hectare (see Section 2.5 of this document).

Developments of up to 30 homes are therefore considered to be the most appropriate form of development to deliver housing that represents organic growth and preserves the existing character.

The 30 home figure has been assessed by consideration of historic OS mapping; visual assessment of the age and architectural style of existing housing developments; and mapping analysis. This is also supported by definitions of local character within the Malpas Character Study and the Village Design Statement. Policy H4 also follows national Government guidance and policy, as expressed in the NPPF and the Urban Design Compendium.

It is recognised that applicants may submit proposals for schemes larger than 30 units but good design should then ensure that the feel of several smaller developments is still achieved.

Variety in street form, housing density and building design will help distinguish these different character areas. The density of development should reflect the density of the existing adjacent built-up area. This should generally conform to a higher density close to the core of Malpas, decreasing to a lower density the further away the site is. The test of successfully creating different character areas within larger schemes will be whether a visitor to the scheme would feel that they are in a different area of identifiable character without having to look at the site masterplan.



The positioning of housing within the landscape is an important consideration

Street connections and accessible walking/ cycling routes should also provide direct and clear linkages to the existing village. This will promote physical and social integration and avoid inward-looking developments. If these principles are correctly followed, in addition to the design policies set out in Section 5.2, then new development should achieve a seamless transition with the existing village.

Aspirations

Housing Space Standards

In addition to the above policies the people of Malpas and Overton would like to see homes of a decent size and standard being delivered locally. It is considered that all affordable homes should comply with the guidance set out in Standards and Quality in Housing (National Housing Federation) or an equivalent standard if this is replaced. If similar space standards were applied to market housing then this would be welcomed.

Homes for Older People

It is important that sufficient good quality homes suitable for older people are delivered, whether this is through market or affordable housing or through Extra Care schemes, bungalows or Lifetime Homes standards.

Policy Compliance

The 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 Sections 7, 12 and Neighbourhood Plans (p43-44)

CWaC Local Plan Part One: Strategic Policies:

ENV5, ENV6, EC20, EC23, HO4, HO5, HO7, HO9, HO10, HO11, HO14, HO15, HO18, SR1, SR5, SR7

Chester & District Local Plan (2006) Retained Policies:

ENV5, ENV6, ENV18, ENV31, ENV32, ENV35, ENV36, ENV37, ENV38, ENV47, ENV53, ENV55, ENV76, ENV77, HO8, HO9

Chester District SPDs:

- Advertisements and Banners SPD
- Design for Residential Development SPD, 2007
- House Extensions SPD, 2006
- Sustainable Development SPD, 2008
- Planning for Community Safety SPG, 2005
- Public Art SPG, 2004

5.2. Built Environment and Local Character

Objectives Met:

2. *Ensure that new development is sustainably located, connected and integrates well with the village.*
9. *Protect and enhance our heritage assets and the distinctive local character of the built environment.*

Issues and Opportunities

Malpas is a historic village dating back to the middle ages. A royal charter, providing the right to hold a market, was granted in the thirteenth century and Malpas continues to serve a large rural catchment area today. Attractive views across the surrounding countryside from the historic village core reinforce these historic and rural links.

Malpas and Overton have a rich built heritage, including many designated heritage assets and historic building types. This is reflected in the Malpas Conservation Area designation. The 'Malpas Character Study' produced by IBI Taylor Young in support of the Neighbourhood Plan, describes the special built character of the village and the different 'character areas' that exist within it. At the time of writing, CWaC are preparing a Malpas Conservation Area Appraisal. When complete, this will also provide a definition of the distinctive characteristics of the conservation area. The area also has a rich archaeological heritage, which is reflected by its designation as an 'Area of Archaeological Potential' in the Chester District Local Plan.

The surrounding landscape character plays an important role in the distinctive identity of Malpas and Overton. This includes strong field patterns with mature hedgerows and a settlement pattern of scattered farmsteads and dispersed hamlets spread along hedged lanes. Many of these are ancient landscapes with historic importance. Red brick, local sandstone and slate are the dominant building materials, but there are also examples of other construction materials, such as timber-framing. This is described within the Cheshire Historic Landscape Characterisation (2007).

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



Malpas has a distinctive local character

Evidence Base Summary

The policies in this section have been developed from the most up-to-date, comprehensive documentary evidence base. This is presented in the supporting Evidence Base Summary document. The Neighbourhood Plan will be regularly reviewed and updated to ensure that it continues to be based on the most up-to-date evidence base. The key evidence base

documents that support policies in this section are:

- Malpas Character Study, IBI Taylor Young, 2012
- The National Heritage List for England (including listings), English Heritage
- Building for Life 12, Design Council, 2012
- Malpas Village Design Statement, 2010
- Cheshire Historic Environment Record
- Cheshire Historic Landscape Characterisation, 2007
- Cheshire Historic Towns Survey - Malpas Archaeological Assessment (Cheshire County Council/English Heritage, 2003)
- Cheshire Historic Towns Survey - Malpas Archaeological Strategy (Cheshire County Council/English Heritage, 2003)

Voice of the Community

There is a clear mandate from the local community to address the issues identified using the policies contained in this section. The vision stage community consultation exercise identified the following points:

92% agree that new residential developments should be built at density levels that retain and reflect the village character.

93% agree that any new individual building should be designed to best reflect the character of the village in terms of style, scale and size

93% agree that design should take account of the scale and layout of the village and respect local character, reinforcing a strong sense of place.

“It is essential to maintain the village character”

“Retain the ‘village feel’ and the sense of place”

“The community endorses the findings of the IBI Taylor Young Character Study of Malpas”

[Vision & Objectives Community Consultation, May 2013]

Policies

BE1. Scale and Form of New Development

New development should be a positive addition to the existing built form. The built character of Malpas and rural character of Overton and other outlying areas should be preserved.

Achieving this will involve full consideration of:

- Scale of development (including height)
- Density of development
- Integration with existing surrounding buildings
- Impacts on the significance of heritage assets
- Impacts on the setting of the heritage assets
- Appropriate style, character and materials
- Impacts on views and the existing relationship with the countryside
- Impact on the wider townscape

Development proposals that do not contribute positively to the built environment will be considered inappropriate.

Development must also conform to the general principles of good urban design, achieving a development that is attractive, inclusive, safe and sustainable. This should be demonstrated through a Building for Life 12 assessment to

accompany all planning applications of more than 6 residential units. These assessments should inform pre-application discussions with the local planning authority.

Explanation

The scale and form of new development, as measured in terms of height, massing and density, should reflect the existing characteristics of Malpas. Policy BE1 should be read alongside Policy H1, which concerns the location of housing sites; and H4 which concerns the size of character areas within developments. This policy (BE1) is concerned with the scale and form of all development, including non-residential schemes.

New development proposals should demonstrate an understanding of the adjacent distinctive local features and respond accordingly. It should be noted that character is not uniform in the village. There are different 'character areas' and not all contribute equally to local distinctiveness. The Malpas Character Study provides a good explanation of the different character areas and this should be referred to. The assessment and response should include consideration of:

- The footprint and massing of buildings;
- their height;
- the street layout within sites;
- the relationship of buildings to street; and
- the density of development.

A defining feature of Malpas and Overton is the strong relationship between the settlements and the surrounding countryside. This is perhaps best experienced by the views outwards from

the village to the surrounding landscape.

Equally, views into the village from the countryside and from the edges of the settlement to landmarks, such as St Oswald's Church, play an important role in defining the sense of place. Section 5.3 (Landscape Character and the Natural Environment) provides guidance and policies on protecting important views. New development layouts should make good use of landmarks and landscape to provide attractive new views which will root developments in the local setting.



Local character on Church Street

The layout of new development schemes must also demonstrate an understanding of the townscape structure of Malpas and make a positive contribution to gateways, key nodes, views and vistas and green spaces that may be affected by development proposals. The existing townscape character and the key views are described and mapped in the Malpas Character Study and these should be referred to in conjunction with any subsequent relevant documents produced by CWaC.

Building for Life 12 is a nationally recognised assessment tool produced by the Design Council. It includes 12 assessment criteria, with design recommendations, structured around the

themes of 'integrating into the neighbourhood', 'creating a place' and 'street and home'. Positive assessment against all 12 criteria should be the aim for all schemes of more than 6 houses in the Neighbourhood Plan area.



Views to the countryside reinforce the strong relationship between the village and rural life

BE2. Design of New Buildings

The design of new buildings must reflect the distinctive character of Malpas and Overton. Development that fails to adequately reflect local character will be considered inappropriate.

Developers should refer to the Malpas Character Study and any subsequent relevant documents produced by CWaC (e.g. the Malpas Conservation Area Appraisal) and include within Design & Access Statements (where these are required) an explanation of how their design proposals have responded to the significant aspects of local character. This explanation should have regard to the different character areas within the village.

The extent of this character assessment and explanation of response should be commensurate with the scale of the proposed development.

Explanation

Whereas Policy BE1 provides site-level design direction for new development, Policy BE2 provides more specific direction for individual buildings (both as part of larger schemes and as individual buildings).

The Malpas Character Study (IBI Taylor Young, 2012) defines the distinctive features of Malpas' character and provides guidance on how new development should respond. This Study provides a good guide for designers. For development proposals on sites that lie outside the area covered by the Malpas Character Study designers will be required to undertake their own analysis of significant local character.

Much of Malpas village also lies within the **Malpas Conservation Area**. Development within the Conservation Area, or affecting views into or out of it, is required by existing national and local planning policy to preserve and enhance the special character of the Conservation Area. In the case of development proposed here, the analysis and response required by these existing policies should form part of the requirements described above.

In all parts of the Neighbourhood Plan area new development is expected to respond to the following significant characteristics of adjacent areas:

- The street form (i.e. the length and width of streets and whether they are straight or curved etc.).
- The relationship of buildings to the street (the degree of set back from the pavement edge, boundary treatments, planting in front of dwellings or on the

street, how buildings face the street and address corners).

- The prevalent built form (i.e. whether terraced, detached or semi-detached; lengths of terraces; and separation between buildings).
- The scale, shape and roofscape of buildings (number of storeys, roof pitch, whether there are dormers/half storeys).
- The prevalent materials, colours and proportions of traditional buildings in Malpas.

It is recognised that some parts of Malpas have greater local distinctiveness than others. Of particular importance are the **Village Core**, **High Street North** and **Church Street** character areas (as defined in the Malpas Character Study). The character of these areas serves to define the distinctive character of Malpas in general. Development within or adjacent to these areas requires additional care and consideration, and should aim to conserve and enhance their historic significance. New development here should also respond to:

- materials and colours;
- elevational proportions and style of windows;
- distinctive architectural details of traditional buildings (as described in the Malpas Character Study and Malpas Conservation Area Appraisal).

In the other character areas, much of the development is 20th century and is not of a locally-distinctive style (for example in the Springfield and Well Farm Estates). New

development within or adjacent to these areas is expected to respond to the character of any historical (i.e. pre-1919) and locally distinctive buildings, that are immediately adjacent to development sites, and to the general characteristics of Malpas, but not to the less distinctive prevalent 20th century housing forms.

In all cases the appropriate 'response' to significant character should not preclude architectural innovation, good design and originality. The use of modern materials and architectural features that complement the historical styles can often be preferable to an overly 'pastiche' approach that seeks to mimic historic buildings too crudely.



Well-designed new housing: Bell Meadow Court, Tarporley

BE3. Alterations and Extensions

Alterations and extensions to existing buildings must be carefully designed and implemented to ensure that the significant character of the building, and its contribution to the character of the wider area, including its impact on the setting of adjacent heritage assets, is not harmed. The cumulative impact of small changes should be considered as this can be detrimental to the character of the area if not carefully designed and controlled.

Explanation

Malpas and Overton are fortunate to have many buildings of distinctive character, a large number of which are either designated heritage assets or have had their permitted development rights removed by Article 4 Direction. There are however, many characterful buildings that are not protected by listing or by Article 4 Directions. Changing circumstances will often mean that property owners will need to make alterations to their properties. This may include new window fittings, the addition of satellite dishes, solar panels, ancillary buildings or extensions. Whatever alterations are required it is important that they are sensitively designed to ensure that the original significant character of the building is not lost. Equally, it is important that alterations do not prejudice the character of surrounding buildings and the wider townscape.

Several properties in the area are nationally listed, and so these changes are already covered by national legislation. Much of the area is also within the Malpas Conservation Area and is therefore covered by appropriate national and local policy; however there remains significant scope for minor alterations through permitted development. The local planning authority should consider the wider application of Article 4 Directions in association with the recommendations of the forthcoming Malpas Conservation Area Appraisal. Policy BE3 will apply throughout the Neighbourhood Plan area and so will also be relevant for unlisted properties outside the Conservation Area.

BE4. Character Buildings and Structures

Development must respect and enhance the character and settings of buildings, structures and spaces that are considered important to the character of Malpas and Overton. These have been identified by the local community and are defined in the Neighbourhood Plan (at Appendix D and Figure 5.1). Development proposals that cause harm to these assets and their settings will be considered inappropriate unless overriding mitigating circumstances dictate otherwise. These assets will also provide important design cues for new buildings.

Explanation

These locally important assets have been defined by the community and are listed in Appendix D and mapped on Figure 5.1. Definition has been in accordance with English Heritage's Good Practice Guide for Local Heritage Listing and is on the basis of architectural interest, historic associations and community value. Harm may result from loss or damage to the physical fabric; impacts on setting and views; and the ability of the heritage assets to be accessed, enjoyed and appreciated.

This list may be revised and additional assets added when the Neighbourhood Plan is reviewed, subject to further community consultation.



The Cross



The Old Fire Station

BE5. Archaeology

Development must conserve and enhance designated and undesignated heritage assets within the plan area, and their settings. This includes below ground archaeology. The areas identified on Figure 5.2 and listed below have particular local historical significance:

- **The Area of Archaeological Potential, which encompasses the historic town centre, including medieval burgage plots, the castle and the church.**
- **Sites of historic sandstone quarries**
- **Lychets - survivals of ancient/medieval cultivation patterns**

- **All suggested alignments of the Roman Road**

Planning applications for development affecting these areas should be submitted with a desktop archaeological survey undertaken by an appropriately qualified specialist, so that the impact of the proposed development on the significance of the heritage assets can be assessed. This may indicate that further pre-determination field evaluation excavation and/or mitigation secured by condition are required. Mitigation may take the form of further excavation, an archaeological watching brief or preservation in situ of significant archaeological remains.

In addition to consultation with the Archaeology Planning Advisory Service and the Cheshire Historic Environment Record, specialists undertaking such surveys should consult with the Parish Council, which holds local knowledge on these sites.

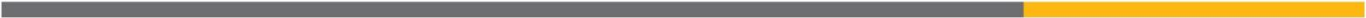
Explanation

This policy is in addition to existing national and local policies on designated and non-designated archaeological sites which may require further archaeological assessment and assessment on certain sites.

It is recommended that initial archaeological investigations of significant greenfield sites include ploughing the top ground over before field walking the site with a metal detector.

Policy Compliance

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 12 Historic Environment (p.43-44) and Neighbourhood Plans (p43-44)

- Cheshire Historic Landscape Characterisation (2007)

CWaC Local Plan Part One: Strategic Policies:

- STRAT8, STRAT9, SOC1, SOC2, SOC3, ENV5 Historic Environment

Chester District Local Plan (2006) Retained Policies:

- ENV31-34, ENV35-38, ENV45-47

Chester District SPDs:

- Affordable Housing SPD, 2007
- Design for Residential Development SPD, 2007
- Sustainable Development SPD, 2008
- Open Space Provision in New Housing Developments SPG, 1999

5.3. Landscape Character and the Natural Environment

Objectives Met:

1. *Provide an excellent quality of life in our local area.*
5. *Protect and maintain the existing rural landscape character.*
6. *Protect and enhance the natural environment.*
10. *Promote sustainability and reduce carbon-dependent activities.*

Issues and Opportunities

The historic legacy of Malpas is one of a defensive outpost on top of the Sandstone Ridge affording views of the Shropshire Plain, Dee Valley and the Welsh Hills and protecting and serving a rural farming community. Today this means there are wide open views to the countryside from the village, and the rural setting plays an important role in the distinctive local character. It is important therefore that any development is sited discretely within the existing topography, and integrates seamlessly with the surrounding rural farmland.

The landscape character within the Parishes has been assessed and described. CWaC hold good landscape character assessments and guidelines for this area. A key part of the Parish Council's Village Design Statement 2010 is a detailed assessment of Malpas's landscape character.

Malpas and Overton are rural parishes. Whilst the main village has seen significant

development during the second half of the 20th century it retains a number of green spaces that contribute to this character and provide opportunities for informal and formal recreation. Perhaps consider

There are also a number of green spaces in the surrounding countryside that have particular recreational or ecology value. In accordance with national and local planning guidance the community wishes to see the most important of these spaces protected for future generations. Accordingly, they will be afforded protection from new development unless exceptional circumstances demonstrate that proposals should go ahead.



Local landscape character is valued highly

To enable a greater appreciation of the Parish's landscape features and interaction with the wildlife, access to the countryside is achieved via a network of public and permissive footpaths that cross the Parish; however, a lack of circular routes often necessitates a return via busy local roads. An aspiration of the Neighbourhood Plan Steering Group is the creation of additional safe access corridors to wider countryside.

The settlement and wider countryside parishes contain valuable landscape features and significant local wildlife. These areas of

importance are documented in “Parish Landscape and Wildlife” which is an Appendix of the Malpas Village Design Statement 2010.

Evidence Base Summary

The policies in this section have been developed from the most up-to-date, comprehensive documentary evidence base. This is presented in the supporting Evidence Base Summary document. The Neighbourhood Plan will be regularly reviewed and updated to ensure that it continues to be based on the most up-to-date evidence base. The key evidence base documents that support policies in this section are:

- ‘Landscape Character Type 5: Rolling Farmland’
- Cheshire Landscape Character Assessment
- Cheshire County Council (now CWaC)
- ‘Malpas’ Landscape Character Assessment and Guidelines, Chester and District Council (now CWaC), 1998
- ‘Malpas-Wych Valley’ Guidelines for the Built Development, Chester and District Council (now CWaC), 1998
- Malpas Village Design Statement, Malpas Parish Council, 2010
- Planning Practice Guidance for Renewable and Low Carbon Energy, DCLG, 2013
- ‘Raising the Standard’ Green Flag Award Guidance Manual, 2009

The Natural Environment of the Parishes

The basic topography of West Cheshire is the Dee Valley basin and a Central Ridge which consists of a series of plateaux, made up of land lying more than 200 feet above sea level and separates the Dee and Gowy rivers from the Weaver Valley.

The county rock is only rarely exposed, with the depth varying from only a few feet on the Central Ridge to thousands of feet beneath the Dee Valley.

Rising up from the plain are a number of small sandstone ridges and scarps formed from the Lower Triassic Sherwood Sandstone, such as at the northern end of an outcrop which runs through central Cheshire between Malpas and Tarporley (the Peckforton Hills).

At Malpas, which stands on the Southernmost tip of this Central Ridge, the land gives way to the Dee Valley Basin and the rolling Shropshire countryside exposing the basic Red Sandstone rock, and clays across the landscape. Soil structure is predominated at a minimum with light or heavy loams, covering the clays, sand, silt, shale and marl outcrops. Waterlogged, Marshy and Bracken covered areas tending towards a Peaty structure are also in evidence around the parish.

Ponds

Although many ponds were filled in through the intense agriculture activities during and after the Second World War, the parish still retains a number of important ponds e.g. Nel’s Pit opposite the Bishop Heber High School just off the Chester Road.

Ancient Woodland

To the south of the parish lies The Hough Valley which adjoins the ancient woodland of Taylor's Rough and Well Meadow Wood. These have been identified as areas of special scientific interest, and have been included in the Cheshire Inventory of Ancient Woodlands (1988) maintained by English Nature (formerly Nature Conservancy Council).



The local countryside

Ancient Hedgerows

Ancient hedgerows are those which support the greatest diversity of plants and animals and can be defined as those which were in existence before the Enclosure Acts, (passed mainly between 1720 and 1840) and have never been cleared except as part of traditional hedgerow management. They do not obviously originate

from planting, or if planted still retain tree, shrub and ground flora species which reflect natural and original variations in site and soil. Many ancient hedgerows exist around the parish, in particular at The Hough and on the parish boundary with Overton Common.

Historic and Notable Trees

Cheshire has a number of fine mature individual trees of several species which are of considerable landscape, historic, wildlife and cultural significance. A large number of these will have originally been planted; as features in parklands and as commemorative trees in a variety of locations. A register of notable trees in Cheshire is held by the Cheshire Landscape Trust. Malpas and Overton Parishes contain significant numbers of notable and mature trees, some of which are covered by Tree Preservation Orders.



Sunset over Overton

Artificial Habitats

Cheshire's industrial past has made significant contributions to its nature conservation resource. There are a few disused clay, sand, and sandstone quarries around the parish, each having their own special wildlife value, e.g. the

sandstone quarry at the Beeches Bank on the Tilston Road. The human imprint on the landscape has also created an extensive network of disused railway lines and the old Whitchurch to Chester branch line which runs through the parish represents a considerable wildlife resource.

Voice of the Community

There is a clear mandate from the local community to address the issues identified using the policies contained in this section. The vision stage community consultation exercise identified the following points:

- **93% agree** that new developments should enhance, maintain or create new green space and wildlife corridors.
- **94% agree** that new developments should protect the key scenic and distinctive views into and out of the village and minimise visual impact on the landscape.
- **87% agree** that new development should increase opportunities for carbon reduction by the promotion of green industries, green energy sources and sustainable transport choices.
- **97% agree** that new developments should incorporate the use of Cheshire native species in hedgerows, trees and other soft landscaping materials.

“We must support the development of wildlife corridors, green and quiet lanes”

“More effort is needed in promoting energy efficiency and the use of renewable energy”

“Maintain views and vistas across open countryside”

[Vision and Objectives Community Consultation, May 2013]

Policies

LC1. Landscape Character and Development

New development proposals in the rural area (i.e. outside of Malpas village) must preserve and enhance the established landscape character unless there are exceptional circumstances for the development and no suitable alternative sites are available.

Buildings in the rural area should respond to the established character of rural buildings. This includes the arrangement of buildings (i.e. isolated farmsteads with courtyard buildings), local boundary treatments (e.g. Cheshire Estate Railings and other local forms) and building materials, roofscapes and architectural features.

External lighting, associated with new development, must be designed to minimise its impact on landscape character whilst providing the required level of lighting for personal security. This should include consideration of the timing of lighting use and effective

technologies to minimise light spillage (such as down lighting).

Explanation

It is expected that most housing development will occur within and immediately adjacent to the settlement of Malpas. Indeed, the NPPF and Local Plan Part One: Strategic Policies directs development to such locations, as does this Neighbourhood Plan, and development in and around the village is addressed by Section 5.2 Built Environment and Local Character. However, it is recognised that there is likely to be some limited development in the countryside, in accordance with Policy H2 and due to various other circumstances.

The landscape character of the Neighbourhood Plan area is cherished by local residents. The character of the countryside within the Neighbourhood Plan Area is a key part of what makes Malpas and Overton distinctive and special. This character, including the place of development within it, is well understood and has been well documented in a series of local authority assessments which have been cited in the evidence base and remain relevant today.

The landscape character has been described as “an undulating landscape with interlocking landforms” [*Malpas Landscape Character Assessment*]. The ‘Rolling Farmland’ typology is classified as a “West Cheshire undulating enclosed farmland” with the following characteristics:

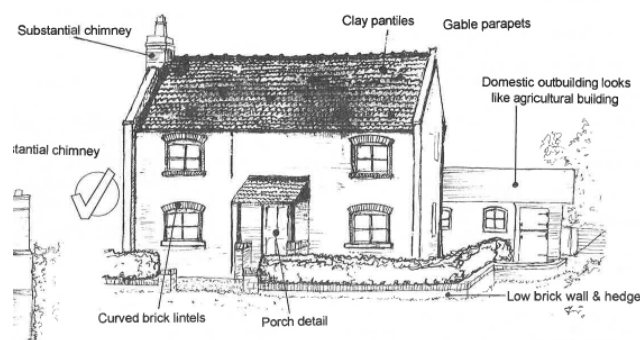
- Gently rolling and undulating topography, interspersed with streams;
- Irregular and semi-regular small and medium fields (up to 8ha);

- Hedgerow boundaries and hedgerow trees;
- Numerous water bodies – mainly ponds created through marl-pit digging;
- Low woodland density - mainly riparian;
- Unimproved grasslands;
- Medium settlement density - combining nucleated centres and dispersed farms, halls etc.

[Landscape Character Type 5: Rolling Farmland]

Development is required to respect and respond to this landscape character. The ‘Malpas Landscape Character Assessment and Guidelines’ and ‘Malpas-Wych Valley Guidelines for the Built Development’ both set out useful guidance as to how development should respond to local landscape character and how it should be respected by new development.

Designers must demonstrate an understanding of the distinctive rural built character of buildings within the local countryside. This character generally derives from the agricultural use and history of buildings and can be seen in terms of how buildings are sited and arranged to individual architectural details (i.e. overhanging eaves and prominent chimney stacks). This is a different character to the built form within the village of Malpas, which is described in the Malpas Character Study and is covered by policies in Section 5.2.



Extract from Malpas-Wych Guidelines for the Built Environment

The *Malpas-Wych Valley Guidelines for the Built Development* provide a useful summary of this character and recommendations on how buildings should respond.

LC2. Renewable Energy

The development of renewable energy technology is supported, provided landscape character, built character and residential amenity is not significantly adversely affected. The most appropriate technologies for each location should be sought, after consideration of all potential options for renewable energy options.

Planning permission will be granted for proposals to develop renewable energy sources in the Neighbourhood Plan area, including wind turbines, unless any of the following apply:

- significant adverse impacts on landscape character;
- significant adverse impacts on the character of the built environment;
- significant harm to heritage assets (including below ground archaeology) and their settings;
- significant harm to the amenity of residential areas (including visual impacts and noise, distance, traffic, pollution and odour);
- significant harm to a wildlife species or habitat;
- unacceptable shadow flicker and electro-magnetic interference;
- Non-conformity with established safety distances to bridleways and public footpaths.

In all cases, application of these criteria should be considered in response to specific conditions of the site and its surroundings, including landscape, topography and land-uses.

The impacts on landscape character and built character should be assessed with reference to other relevant policies in the Neighbourhood Plan (especially BE1, LC1, LC3, LC4) and the evidence base referred to alongside these policies. Impacts on heritage assets should be assessed with reference to the Malpas Conservation Area Appraisal.

Explanation

Promoting sustainability is a key objective of the Neighbourhood Plan Steering Group and the critical role of renewable energy in combating climate change is well understood. This objective must be balanced alongside the needs of preserving landscape and built character and protecting residential amenity. This requires special thought and attention, especially in relation to wind turbines, which can have a significant impact on their surroundings.

The latest Government guidance on renewable energy [Planning Practice Guidance for Renewable and Low Carbon Energy, DCLG, 2013] recognises this and makes the following relevant points:

In shaping local criteria for inclusion in Local Plans and considering planning applications in the meantime, it is important to be clear that:

- *the need for renewable or low carbon energy does not automatically override environmental protections*
- *cumulative impacts require particular attention, especially the increasing*

impact that wind turbines and large scale solar farms can have on landscape and local amenity as the number of turbines and solar arrays in an area increases

- *local topography is an important factor in assessing whether wind turbines and large scale solar farms could have a damaging effect on landscape*
- *great care should be taken to ensure heritage assets are conserved in a manner appropriate to their significance, including the impact of proposals on views important to their setting*
- *protecting local amenity is an important consideration which should be given proper weight in planning decisions.*



View to St Oswald's Church

The current policy aims to address these issues and provide guidance that will influence the siting and design of renewable technologies in the countryside, and wind turbines in particular.

LC3. Key Views

New developments should protect the key scenic and distinctive views into and out of the village (including the Conservation Area), and across the open fields, and minimise the visual

impact on the landscape. These key views are identified on Figure 5.1.

Explanation

The Malpas Village Design Statement identified a number of distinctive areas in the village. Key views were also assessed and mapped in the Character Study. This analysis has been expanded upon during community consultation and Figure 5.1 provides a comprehensive mapping of key views.

Each of these areas affords specific viewpoints that softly integrates the village into the landscape and defines the uniqueness and special nature of Malpas. Especially important are the views to St Oswald's Church and the surrounding roofscape which provides its setting and forms a recognisable view of Malpas.

Also important are the views from higher ground to the surrounding plains, open agricultural land and the distant hillsides, and the gateway views that delight people when entering the 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.

Development should not obscure these views and its design and scale should ensure that it does not detract from them. Instead, the key views could be used as positive design features that will add a distinctive sense of place, for example by aligning new roads to key vistas.

LC4. Green Spaces and Corridors

The Green Spaces and Corridors (identified on Figure 5.1 and listed in Appendix E) are valued by the community for their recreation, amenity and ecological value. They should not be lost or harmed by development except in exceptional cases. In such cases appropriate replacement must be made. Significant new developments should enhance existing Green Spaces and Corridors or create new green space and wildlife corridors in the Parishes.

Explanation

This policy seeks to build upon the green spaces that have formally been designated by CWaC (in the Chester District Local Plan, see Appendix C) by identifying a comprehensive list of green spaces that are valued by the people of Malpas and Overton. These are mapped on Figure 5.1. The green spaces include those valued for amenity, sports/recreation and nature conservation or otherwise valued by the community. Development should conserve and protect these spaces and contribute to their enhancement.

In addition, opportunity should be taken to create new green spaces. To create biodiversity benefit, these could extend or link existing green spaces to provide continuous wildlife corridors.



Amenity green spaces can be valuable

LC5. Biodiversity

Development proposals in the rural area should seek to increase biodiversity. This can include the provision of new or extended wildlife corridors, new green spaces and the use of indigenous species in new planting. The community wish to see hedgerows and mature trees retained wherever possible. This should be reflected when considering development proposals that affect trees and hedgerows or proposals that affect TPO-protected trees or trees and hedgerows within the Conservation Area. It is accepted that lower quality trees (lower than category A and B) could be felled if proven to be in poor condition or an appropriate development cannot be delivered without their loss. In such cases the trees lost should be replaced on a 2 for 1 basis.

Explanation

Whenever possible, new development should retain existing hedgerows and trees. It should also respond to the existing local boundary features that are in evidence in the local area and are documented in the Village Design Statement.

New developments should incorporate the use of Cheshire native species in hedgerows, and boundary features should respect local tradition, materials, mixed hedgerows and other indigenous species. New planting should encompass a variety of indigenous species, and be provided to mature in a way that imitates a non-uniform approach.

The use of native planting in boundary treatments will also assist in the visual integration of development into the landscape.

Creation of wildlife corridors and green spaces to link the rural countryside into the built environment will ensure accessibility into the rural landscape. Retention of existing and creation of new ponds will also support wildlife in the community.

Aspirations

Green Corridors

The community as a whole would benefit from a designated area of public open space, accessible to all as a 'Green Corridor' containing wetland habitat, indigenous species of plants and trees, flower meadow, walking trail, sculpture trail, off-road cycleway, seating and easy access pathways, as well as areas for educational purposes. The site must be carefully located to enable maximum benefit to the community and ecology.



Cirrus Uncinus clouds over the 'Twelve Apostles' footpath across the OxHays.

Policy Compliance

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 11 and Neighbourhood Plans (p43-44)

CWaC Local Plan Part One: Strategic Policies:

STRAT9, SOC6, ENV2, ENV3, ENV4, ENV7

Chester District Local Plan (2006) Retained Policies:

ENV17, ENV20, ENV21, ENV22, ENV23, ENV27, ENV28, ENV29, ENV30, EC22, SR17

5.4. Services and Facilities

Objectives Met:

1. *Provide an excellent quality of life in our local area.*
7. *Ensure continued provision of a comprehensive range of local shops, services and community facilities that meets the needs of the local population.*

Issues and Opportunities

With increasing mobility, the viability of many rural services has declined significantly over the past 50 years. Many villages closer to Chester have a more limited offer of shops and services as local residents increasingly travel to Chester or outlying retail parks.



The Village Centre is a focus for local services

In Malpas however, while some retail services have been lost, the range offered in the village is relatively good and well used by local residents, in particular the elderly members of our community and those residents without access to their own transport. The village also serves a significant rural community in the hinterland surrounding Malpas and Overton. For these

reasons CWaC have designated Malpas as a 'Key Service Centre' and local residents see it as vitally important for Malpas to continue to offer choice and quality in the provision of comprehensive community services.

To promote the ongoing prosperity of the Parishes, it is essential that Malpas continues to provide local services that will sustain the vitality of the community and encourage local spending. The receipts received from the New Homes Bonus will be used to deliver new and improved community infrastructure and where appropriate, planning obligations (including Section 106 and the Community Infrastructure Levy) will be used to address the impacts of development proposals.

Existing and projected capacity and deficiencies are understood and form part of the evidence base. This has informed a series of identified priorities and aspirations, which will be used to negotiate and agree planning obligations and local spending.

It is recognised that new housing development in and around Malpas will increase catchment population. It is hoped that this will lead to a corresponding increase in local spending and help the village to maintain a viable and comprehensive range of shops, services and facilities. However, it is important that the impacts on community infrastructure from any new development are accurately calculated, assessed and addressed.

Malpas desires to be a thriving village which is both socially inclusive and cohesive. New development must be able to contribute to this objective. New residents will be welcomed, with the anticipation that they will become active

members of the community that support local shops and services.

Evidence Base Summary

The policies in this section have been developed from the most up-to-date, comprehensive documentary evidence base. This is presented in the supporting Evidence Base Summary document. The Neighbourhood Plan will be regularly reviewed and updated to ensure that it continues to be based on the most up-to-date evidence base. The key evidence base documents that support policies in this section are:

- 2011 Census Data, ONS
- CWaC Rural Regeneration Strategy
- Key Service Centres Background Paper, CWaC, 2012
- Cheshire Retail Study, 2011 Update, CWaC

In addition, the Neighbourhood Plan Steering Group has undertaken their own assessment of current provision, and current and projected deficiencies.

At present, Malpas village centre provides a good range of shops and community facilities, serving the village and the surrounding rural hinterland. There are no facilities in Overton.

Section 7 of the Evidence Base Summary document provides an extensive assessment of current provision and deficiencies. This has been used to inform the policies and aspirations. This assessment will need to be regularly updated in order for planning applications to respond to current need and deficiencies.

Voice of the Community

There is a clear mandate from the local community to address the issues identified using the policies contained in this section. The vision stage community consultation exercise identified the following points:

90% agree that Malpas should be maintained as a ‘hub’ for the local and wider community and strengthened through the promotion of the retail outlets and tourist aspects of the area.

90% agree that new development should contribute to the availability of leisure facilities including indoor, outdoor and open spaces.

96% agree that new developments should fully meet the impacts created through investment in local infrastructure where necessary including footpaths, parking, sewerage, surface water and drainage.

“Building new homes will mean a need to expand and further develop educational, community and recreational facilities for all”

“High quality services and amenities are required, from youth to old age and for those requiring additional support”

“There are gaps in the service provision for older residents”

[Vision & Objectives Community Consultation, May 2013]

Policies

SF1. Village Centre

The Proposals Map (Figure 5.1) defines the Village Centre at Malpas. This should remain the focal area where shops, services and

community facilities are clustered. New retail uses (use classes A1 to A5) should be provided within, or on the edge of, this area unless a sequential test demonstrates that there are no suitable sites available (in accordance with Policy ECON 2 of the CWaC Local Plan) or unless they are required to meet specific rural needs. New retail uses should be proportionate to the scale and role of the existing centre in meeting the day to day needs of the local community. New or enhanced facilities for tourists and visitors in the Village Centre will be encouraged.

Changes of use within the Village Centre should not prejudice the predominant character of active street frontages with businesses open to the public. The loss of existing shops and related commercial facilities for the local community should be resisted.

Explanation

For the Village Centre to maintain a viable and comprehensive offer of shops and services it is important that these uses cluster together for mutual benefit in footfall, proximity and shared car parking. The existing Village Centre provides a sustainable location that supports public transport accessibility and linked trips. The vibrancy of the Village Centre should be maintained with active ground floor uses and not be unduly diluted with other inactive uses.

Although Malpas is designated as a Key Service Centre in the Local Plan Part One: Strategic Policies the boundaries of the centre are not defined. In response they are provided in **Figure 5.1** of this Neighbourhood Plan.

Tourism is an important part of the local economy with significant opportunity for growth. Increasing visitor numbers will generate greater local spending and help to support existing businesses and employment opportunities. New and enhanced facilities and infrastructure need to be developed to achieve this growth in tourism. These facilities are wide ranging and include cycle parking, horse tether points, signage and interpretation and increased quality and choice in food and drink establishments. Tourist facilities will be required in both rural areas and the Village Centre, and the aim should be to encourage linked trips and lengthen visits (see also Policy LE2).

SF2. Church Street

Church Street should remain a special character area within the centre, building on its high heritage value and the presence of St Oswald's Church. Development proposals must respect this distinctive character and contribute to the creation of a niche area with a mix of appropriate uses including high quality food and drink, specialist retail outlets and residential properties.

Explanation

Church Street is an historic part of the village with its own distinctive character and history. This character has been described in the Malpas Character Study. The nature of this area, located off the main high street lends itself well to high quality specialist retail uses and restaurants, which can co-exist successfully with residential use.



Church Street has a distinctive character

SF3. Upper Floors

The use of upper floors in the Village Centre for office, professional services and residential use will be considered appropriate, whether this is connected with the ground floor business or independent from it.

Explanation

The upper floors of the existing buildings within the Village Centre provide a considerable amount of floorspace which is often underused. It is beneficial to make fuller use of upper floors, whether as part of existing businesses, for professional services or for residential use. This adds activity and vibrancy to the centre, supports existing businesses, maximises the use of a sustainable location and helps to arrest the decline of listed and character buildings.

SF4. New Community Infrastructure

Developers will be required to assess and mitigate the impacts of significant new developments on community infrastructure through appropriate provision through the planning system. This provision should be

based on evidenced local needs and discussion with the Parish Council and local planning authority.

The planning system already requires developers to address the infrastructure impacts of their proposals through planning obligations, whether this is through Section 106, Community Infrastructure Levy (CIL) or unilateral undertakings. The objective of Policy SF4 is to help direct the scope and focus of these arrangements through engaging with the local community to understand existing needs and priorities in the Parishes. These needs have been assessed by the Parish Council (see Evidence Base). The current list of needs is provided at Appendix F. This will be regularly updated and applicants are encouraged to liaise with the Parish Council to understand current requirements.

Community Needs

Section 106/CIL monies raised from planning applications should be spent on evidenced current local priorities where these conform to the requirements of the CIL Regulations (2010)*. CWaC's Infrastructure Delivery Plan should provide the mechanism for prioritising and delivering these, in association with the local community and delivery partners. Funding provided to the Parish Council from the New Homes Bonus can also be used to address these priorities. Current evidenced local priorities are listed in Appendix F.

***Note:** CIL regulations (2010) which govern the use of planning obligations require that obligations are only sought where they are:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

Planning obligations can only be used where the proposed development itself generates a need. They cannot be used to address existing deficiencies in infrastructure.

There may in future be the potential for CIL money to be spent on local priorities when CIL is adopted by CWaC.

Aspirations

In addition to the Community Needs there are a number of other priorities and aspirations that have been identified in the Evidence Base. These may not be suitable for planning obligations from developers but they will set priorities for local spending from the New Homes Bonus receipts and set an agenda for the Parish Council to engage with other developer partners, funding sources and stakeholders. Developers may also wish to voluntarily respond to some of these requirements, potentially as part of larger planning applications, or on a commercial basis. Current community aspirations are listed in Appendix F.

Policy Compliance

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 Sections 2, 8 and Neighbourhood Plans (p43-44)

CWaC Local Plan Part One: Strategic Policies:

STRAT8, STRAT11, SOC5

Chester District Local Plan (2006) Retained Policies:

RET11, RET12, RET14, HO19, CF3, SR1, SR7, SR8, SR13, CU1, M1

Chester District SPDs:

- Developer Contributions SPD
- Open Space Provision in New Housing Developments SPG, 1999

5.5. Supporting the Local Economy

Objectives Met:

1. *Provide an excellent quality of life in our local area.*
8. *Support a broad and sustainable local economy that provides job opportunities for residents of Malpas and Overton.*

Issues and Opportunities

Malpas village has a long history of commerce and industry. High Street and Church Street have always provided a range of independent businesses and services responding to local needs. Today Malpas retains a surprisingly diverse and active employment base with a range of small businesses operating both in the Village Centre and throughout the area alongside traditional agricultural employment.

Tourism is an important aspect of the local economy and, as with other parts of England; rural diversification is a growing priority. An important aim of the Neighbourhood Plan is to support existing, new and growing businesses and help deliver jobs and training opportunities. This will ensure that the Parishes remain an attractive place to work and live, which is an important element in maintaining a sustainable community.

Tourism and the visitor economy are an increasingly important (and a historic and longstanding) part of the local economy. The key opportunity for the local economy is to capture some of this visitor spending - e.g. in cafes and restaurants in the village. The tradition of a market has recently been re-established with a

Farmers Market being held every third Saturday of the month. The annual village fair and 'Malfest' (Malpas Arts and Literary Festival) have been very successful additions to the local economy as well as social and cultural calendar. In addition there are a number of annual local events such as Malpas Yesteryear Rally and Malpas Horse Trials which bring added economic value to the area.



St Oswald's Church is an asset for tourism

There are several tourist attractions, Malpas lies on the Cheshire Cycleway, close to the Sandstone Trail and the developing Meres and Mosses area of South Cheshire and North Shropshire. In addition, the Bishop Bennett way runs through the area. Malpas has historical interest for visitors with an ancient monument and a nationally recognised example of a medieval church (St Oswald's). Malpas also lies close to several major equine businesses, which provide employment opportunities.

Agriculture still plays an important role in the character of the Malpas and Overton district and the business services and self-employed sectors are well represented in the area.

Malpas and Overton are close to several employment locations, which lie outside of the Neighbourhood Plan area, such as the light

industrial park at Hampton Heath, Wrexham Industrial Park and Whitchurch Business Park. Hampton Heath offers capacity for small-scale growth and further employment opportunities locally.

The Malpas BizNet Networking Group supports the local business sector by holding regular meetings.



Village events are an important part of community life

Evidence Base Summary

The policies in this section have been developed from the most up-to-date, comprehensive documentary evidence base. This is presented in the supporting Evidence Base Summary document. The Neighbourhood Plan will be regularly reviewed and updated to ensure that it continues to be based on the most up-to-date evidence base. The key evidence base documents that support policies in this section are:

- 2011 Census, Table KS601EW - Economic activity; KS608EW - Occupation;
- Draft Employment Land Review, CWaC, 2013

- CWaC Rural Regeneration Strategy
- Cheshire and Warrington Rural Workspace Study, BE Group, 2009

Access to Employment

At the time of the 2011 Census Malpas Parish was characterised by 69.6% (788) economically active residents among the 1,132 residents aged 16 to 74. Malpas Parish's employment rate, at the time of the 2011 Census 65.7% (744) of usual residents aged 16 to 74 was slightly higher than the rate for England 62.1%. The rate of unemployment in Malpas at 2.7% (30) was lower than that of England 4.4% (this includes economically active residents who are unemployed).

The Rural Workspace Study (BE Group 2009) identified a number of locally available industrial units and small scale workshops across the rural area. The Employment Land Study Update identifies a limited amount of land remaining for employment development in the rural area for local office/industrial use, primarily at Chowley Oak, Tattenhall and Hampton Heath.

Due to a relative shortage professional jobs available within the Neighbourhood Plan area, a high proportion of the working population commute to their place of work.

Due to the limitations of the current bus services most commuting appears to be by car, although 18% of households in Malpas do not have access to a car or van [2011 Census, ONS].



There are several businesses in the rural area

Local Business Support

Malpas has many small and medium-sized business enterprises that operate within close proximity to the village core. Many of these run from home offices and small commercial premises. The village would benefit from developing a business centre that allowed start-up companies the ability to utilise purpose-built office space on both a full-time and ad-hoc basis, additionally meeting rooms designed solely for business purposes would be of use.

All of the above would encourage more companies to the village; this in turn would generate opportunities for employment, education and training.

Tourism

There are 25 million visitors to Cheshire annually and £1.2bn income generated and 14,000 jobs in the tourism sector. Malpas should encourage new entrants to the tourism industry to attract and support visitors to the area.

Malpas is seen as a popular centre for visiting cyclists and horse riders, and has its own riding stables and racing stables situated close by. However the village would be enhanced by the

creation of safer riding routes, short term tethering places close to the village core and improved linkages to the nearby riding routes.

The village would further be enhanced by cycle racks, and better promotion of the village as a cycling destination to retain and attract cycling tourists especially as Malpas is located on a national cycle route.

Voice of the Community

There is a clear mandate from the local community to address the issues identified using the policies contained in this section. The vision stage community consultation exercise identified the following points:

72% agree that development should not only focus on the provision of new homes but should also provide new business and retail opportunities.

75% agree that development of the built environment should promote growth of the economy through the retention and expansion of retail premises.

63% agree that development and/or change of use or extension to existing buildings should allow for the promotion of retail and tourism opportunities.

“Need to improve local employment opportunities”

“Increase job opportunities for young people”

“Make the village more attractive for residents and tourists”

[Vision & Objectives Community Consultation, May 2013]

Policies

LE1. Flexible Workspace

Applications for the development of flexible workspace (including meeting rooms) for small businesses that wish to expand will be supported if a suitable location can be identified in the area. Locations within or immediately adjacent to the Village Centre are preferred, but other sites may be deemed suitable if there are no available sites in the village centre. The suitability of sites must have regard to residential amenity, traffic and parking impacts and the application of other relevant policies.

Explanation

Whilst it is recognised that Malpas is not a strategic location for employment in this part of Cheshire, and that existing business parks lie close at hand, there are a significant number of small businesses in the area, including many operating from home, that would benefit from support facilities and grow-on space locally. Malpas, as a Key Service Centre, represents a sustainable location to provide flexible work space and appropriate planning applications will be supported. The optimum site would be a brownfield site in or adjacent to the Village Centre with good road access, parking-on site and no detrimental impacts to residential amenity.

LE2. Rural Diversification and Local Tourism

The Neighbourhood Plan supports diversification in the rural economy, especially

development proposals that create local employment and introduce new or enhanced leisure and tourism opportunities.

Small scale rural offices, retail and other small scale employment or tourism development in the rural area will be permitted where this supports existing farms and businesses in the rural area (for example farm shops) or where the use is linked with the rural location. New or expanded employment or tourism facilities must be proportionate to the character of the rural area and such proposals must have full regard to transport impacts and effects on landscape character.

The limited provision of small independent retail facilities within the rural area will be permissible in order to support rural diversification or tourism facilities.

Explanation

The rural area faces many challenges and increasingly farmers and agricultural landowners have to diversify in order to secure a viable livelihood. The Neighbourhood Plan seeks to support such rural diversification, especially when new jobs will be created or existing jobs secured. Proposals should however be appropriate for the rural location and be mindful of sustainability and accessibility and should not compromise the role of the Village Centre. Rural diversification also offers the opportunity to provide tourism facilities, which would help to attract visitors to Malpas and Overton. Tourism is an important part of the local economy which will bring many positive benefits to Malpas and Overton including new jobs. This includes visits to both the Village Centre and to the surrounding rural area.

Aspirations

Home Working

A significant number of sole traders and small businesses operate from residential premises in the Parishes, especially in the rural area where commuting can be difficult and rural diversification may be required. This is an important part of the local economy which should be supported. Providing excellent service infrastructure, such as superfast broadband is a priority to support such businesses.

Rural Regeneration

The Neighbourhood Plan supports the aims of the CWaC Rural Regeneration Strategy

Tourism Infrastructure

The improvements referred to include walking, cycling and equestrian routes, cycle parking, horse tethering points, tourist information and signage. A co-ordinated strategy for tourism is recommended, involving a partnership between the Parish Council, CWaC, tourism co-ordination agencies and local businesses.

Policy Compliance

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 Sections 1,2,3 and Neighbourhood Plans (p43-44)

CWaC Draft Local Plan (2006):

STRAT8, ECON1, ECON2, ECON3

Chester District Local Plan Retained Policies:

EC2, EC6, EC11, EC14, EC21, RET14, HO10

Chester District SPDs:

- Re-use of Rural Buildings SPD, 2007

5.6. Transport and Communications

Objectives Met:

4. *Ensure that the area is easy and safe to move around in and for all modes of transport and that the infrastructure continues to adequately serve the village as it grows.*

Issues and Opportunities

Roads and Traffic

Malpas was historically located on the main Roman road to London (Watling Street) and owes much of its commercial role as a stopping point for through traffic. Today, a significant amount of through traffic still passes through the village centre but its roads predate the car and congestion has become a major problem. Two 'B' classified roads pass through the Village Centre: the B5069 (Wrexham Road/Chester Road) and the B5395 (Tilston Road/Oldhall Street). Additionally, the village serves a large rural catchment area with limited public transport services. The Bishop Heber High School also attracts pupils from a very wide catchment area.

The main traffic congestion points in Malpas are Church Street, High Street and Chester Road, especially at peak times.

The narrowness of roads is an issue. Many roads date from medieval times and are often fronted by back-of-pavement development on both sides (i.e. in the Village Centre).

In the village the problem of narrow roads is worsened by the need to provide on-street

parking for shoppers, and residents in some locations. The roads around the primary school typically become congested with on-street parking at pick-up and drop-off times and in some cases unauthorised on-street parking is obstructing emergency vehicle access.



Narrow roads in the village often carry large vehicles



Country lanes can be unsafe

The issues of narrow roads, on-street parking and heavy traffic passing through the village (including tractors) combine on High Street and Church Street. Providing for the competing demands of on-street parking, cycle accessibility

and an attractive pedestrian environment is therefore a challenge in the Village Centre.

In the rural area narrow country lanes, which are often single-track, are bounded by dense hedgerows and without verges on both sides of the road. This often creates safety concerns for pedestrians, cyclists and horse riders.

It is felt locally that there is limited taxi/private hire car availability in the area.

Car Parking

There are two free car parks for shoppers in the Village Centre. One is located adjacent to the fire station on Chester Road, and has space for 19 cars. There is also a public car park located off High Street, with space for around 35 cars.

Local people feel that there is a need for more car parking facilities in the village. This includes the need for provision for disabled and elderly residents and those with young children. This is especially true in the Village Centre where congestion is a daily issue and there are currently no accessible car parking spaces for disabled people in either public car park.

Bus Services

Bus services are very limited and restricted in the Neighbourhood Plan area. The area is served by Route 41/41A Chester to Whitchurch but this only provides a sporadic service to the Village Centre, with no buses at all on Sundays. There is no railway station in the area. The nearest station is at Whitchurch, 6 miles away. There is no direct bus service between Malpas and Whitchurch station and bus timetables are not coordinated with train timetables.

There is a great need to enhance the public transport system to and from the village, not only for local people, but for visitors and tourists as well.

Footpaths, Cycleways and Bridleways

As mentioned above, roads in the Village Centre and the rural area are often narrow and have poor provision for pedestrians, cyclists and horse riders. There are many roads that have no pavements and there are no segregated cycleways on roads. The roads can be dangerous for cyclists and this is reflected by low numbers of students cycling to Bishop Heber School (less than 1%, Bishop Heber High School Travel Plan, 2011). There are a few dedicated footpaths that provide shortcuts and access for pedestrians to the Village Centre, for example Leech Lane (which links the Craddock Court residential development to the Village Centre). However, many of these lack lighting, are poorly maintained and are not wide enough for wheelchairs or pushchairs.



Leech Lane

In the wider rural area there are some good routes on quieter roads including Cheshire Cycle Way and a good network of bridleways, both of

which are well used. However, these tend to be used for recreation rather than accessibility.

Digital Communications

The rural location and limited public transport services mean that virtual and digital communication is an important priority. This provides a sustainable alternative which will help to reduce the need to travel. This is reflected in CWaC's aspiration to roll out the provision of superfast broadband to rural parts of West Cheshire.

Fibre optic broadband is currently not available in the village but is needed to enable more people to work from home and serve the needs of local businesses; this is a major priority and developers will be expected to provide fibre cabling to the nearest BT connection point.

Telecommunications – there is also a need to upgrade and expand the BT network to cater for new development.

Evidence Base Summary

The policies in this section have been developed from the most up-to-date, comprehensive documentary evidence base. This is presented in the supporting Evidence Base Summary document. The Neighbourhood Plan will be regularly reviewed and updated to ensure that it continues to be based on the most up-to-date evidence base. The key evidence base documents that support policies in this section are:

- Integrated Transport Study Baseline Report, WSP, 2009

- Local Transport Plan 2011-2026, CWaC, 2011
- CWaC Rural Regeneration Strategy, Local Transport Plan
- Key Service Centres Background Paper, CWaC, 2012
- Bishop Heber High School Travel Plan, 2012
- Malpas Neighbourhood plan Transport and Access Review January 2014

Voice of the Community

There is a clear mandate from the local community to address the issues identified using the policies contained in this section. 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”

[Vision & Objectives Community Consultation, May 2013]

Policies

TC1. Village Travel Plan

The Parish Council will oversee the preparation and regular updating of a Village Travel Plan for Malpas, which will promote sustainable travel in the area and promote a holistic, joined-up strategy to transport and parking.

Where applicants are required to produce a Travel Plan to support a planning application, they should work with the Parish Council to contribute to the Malpas Village Travel Plan, rather than producing a stand-alone Travel Plan.

Explanation

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, cumulative assessments, efficiencies and a partnership approach and to overcome piecemeal assessment and efforts implemented on the back of individual planning applications.

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 Transport Assessments, ensuring that a comprehensive

Village Travel Plan results which addresses car travel too.

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 be able to assist in providing local information, potentially carrying out data-collection exercises and in assisting the promotion of sustainable modes locally.

An important part of the Village Travel Plan will be transport related to the two schools in Malpas. The existing Travel Plan for Bishop Heber High School should be updated and integrated into the Village Travel Plan. The Malpas Alport Endowed Primary School should also be included in the Village Travel Plan.

Significant development sites to the east of Tilston Road/High Street/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.

Malpas suffers from through traffic resulting from the confluence of several roads on its eastern side (Tilston Road, Chester Road, Well Meadow, Oldhall Street, and 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. Road links between some or all of

these roads would therefore help to address the issue and help overcome traffic barriers to development.

TC2. Travel and Parking Impacts

Developers are required to ensure that the travel and parking impacts of their proposals are accurately identified, assessed and mitigated. This should be discussed from an early stage with CWaC Highways Officers. Improvements resulting from the agreed mitigation should be informed by the identified local priorities (see 'Aspirations' below) and should also be discussed with the Parish Council.

Explanation

Existing planning policy already requires developers to assess and mitigate the significant transport impacts of new development and, in the case of significant development schemes, to provide Transport Assessments. 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

New developments should provide for safe, direct and attractive pedestrian and cycle routes - through the developments and into the Village Centre, where these are required by the development and do not currently exist or are

in need of improvement. All new roads should have footways on both sides.

Explanation

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, linking to local networks. 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, well-lit, wide enough for all users and effectively maintained. 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.

Aspirations

Community Needs

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

- New link roads, if appropriate need is identified, to provide an alternative route around the village (or in part) in order to ease congestion in the Village Centre. This should be explored further through the Village Travel Plan.
- Public realm improvements on High Street to balance the needs of motorists, parking, cyclists and pedestrians and create a more positive pedestrian

environment, which is also sympathetic to the historic setting. 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 and to Whitchurch and Chester
- New pedestrian crossings on High Street and Chester Road
- Better publicity and promotion of bus services to encourage greater use by residents, which will support improvements to services
- An additional public car park in the village
- Additional accessible parking for wheelchair users with a suitable wheelchair transfer space next to it, rather than simply reserved spaces for Blue Badge holders.

Community Priorities

In addition to the Community Needs there are a number of other priorities and aspirations that have been identified in the Evidence Base. 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. 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',
- Safer cycle routes – to Bishop Heber School and to link to routes to Whitchurch and Chester. Some of these routes could potentially make use of the former railway line and canal towpath.
- 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

The people of Malpas and Overton also wish to see:

- More effective enforcement of parking restrictions, especially outside Alport Primary School on Chester Road where unauthorised parking can impact on Fire Brigade access.
- Parking controls on High Street to ensure short-stay parking remains available for shoppers and visitors
- To resolve parking issues on the bend outside the Heber High School
- More frequent bus services and routes that serve village residents
- Investment in public transport improvements
- Superfast broadband connectivity

Policy Compliance

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)

CWaC Local Plan Part One: Strategic Policies:

STRAT10, STRAT11

Chester District Local Plan (2006) Retained Policies:

ENV10, TR4, TR5, TR6, TR13, TR14, TR15, TR17, TR21, TR21, SR17, M1, TR19, TR20

Figure 5.1. Proposals Map

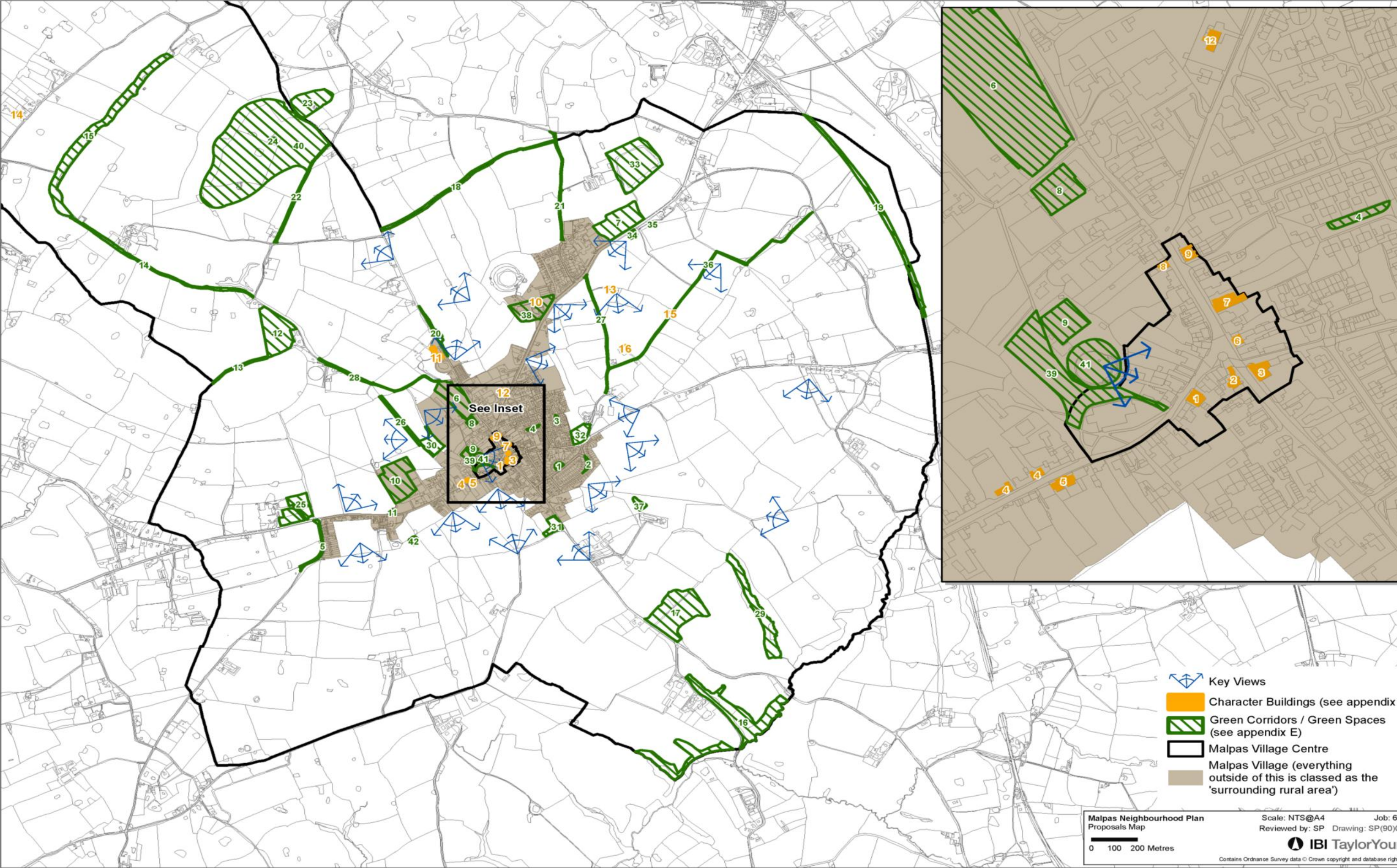
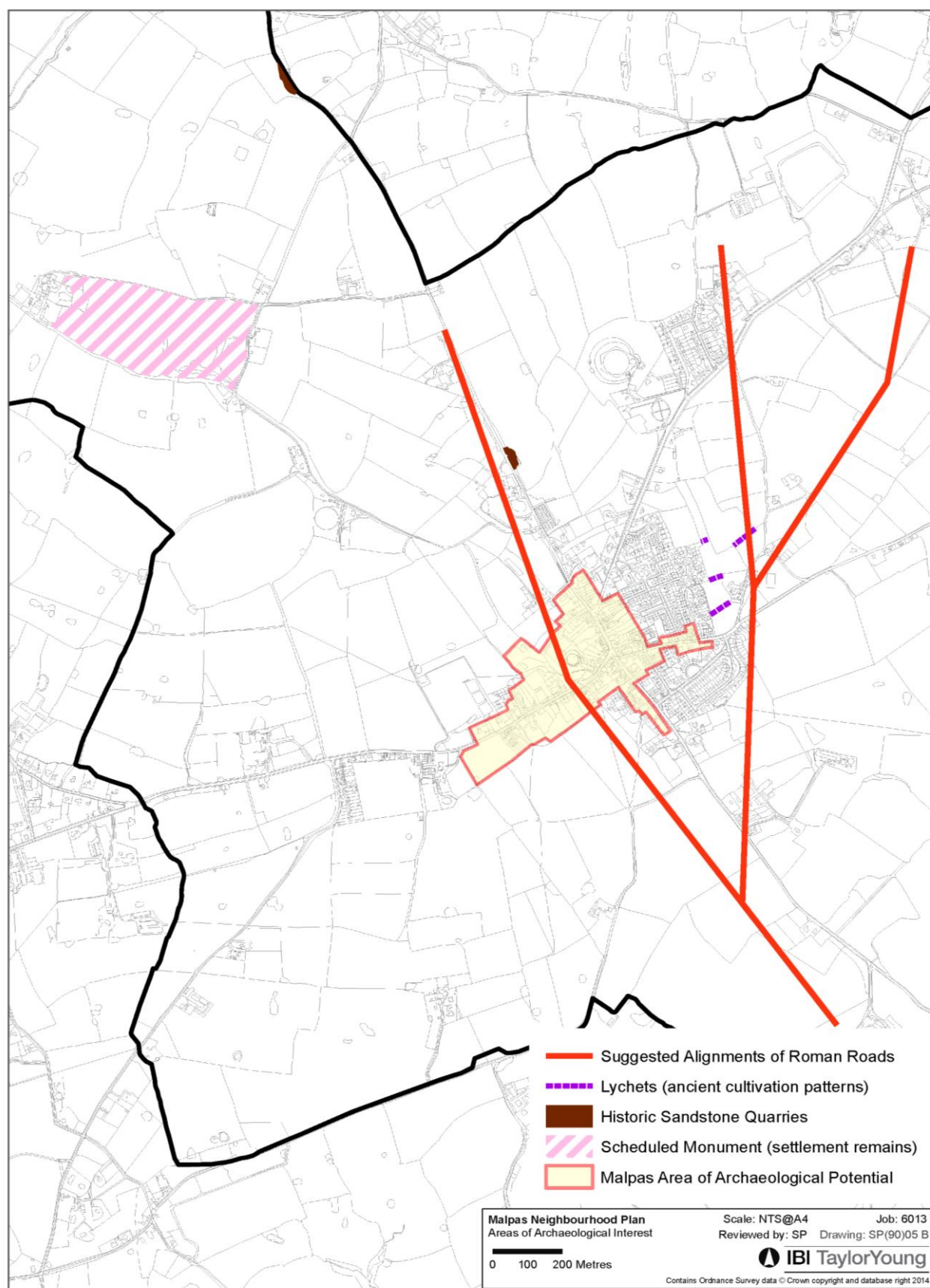


Figure 5.2. Areas of Archaeological Interest



6. Making It Happen

This Neighbourhood Plan has undergone a 6-week period of local consultation led by the Neighbourhood Plan Steering Group and has subsequently been amended in response to comments from the local community, CWaC officers and English Heritage. This is the first step on the road to adopting the Neighbourhood Plan.

Adoption Process

After submission to CWaC the Neighbourhood Plan must undergo a 6-week formal consultation to the wider community. This will be summarised within a Consultation Report. A Basic Conditions Statement will also be submitted to the local authority to explain how the Plan fits in with existing local and national planning policies. CWaC have prepared a screening assessment which has confirmed that the Plan does not require a Sustainability Appraisal.

The Neighbourhood Plan will then undergo Examination by an independent person with appropriate qualifications and experience, who will consider whether it can be adopted as planning policy. The Inspector may make some recommendations which will need to be addressed.

This will be followed by a Referendum at which local residents will vote to decide whether the Neighbourhood Plan should be formally adopted. At the referendum at least 51% of voters must support the Plan.

The adopted Neighbourhood Plan will then form part of the statutory development plan for the

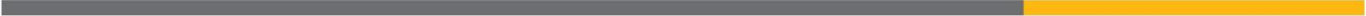
area. Planning applications will be assessed in consideration of its policies, alongside existing CWaC and national policies. The Parish Council should refer to the Neighbourhood Plan when they are consulted on planning applications and ensure that their responses are consistent with its policies.

After Adoption

Work should not stop once the Neighbourhood Plan is adopted. The Plan will need to be regularly reviewed and updated (for example every 5 years). The effectiveness of the policies can be judged against the vision and objectives. The Evidence Base will also need to be kept updated as various elements change over time (for example housing needs as reflected in the latest SHMA, or community infrastructure needs).

The Neighbourhood Plan also includes a large number of ‘aspirations’ alongside its policies. These are items that cannot be adopted as policies (which can only respond to planning applications); instead they require proactive action, to be co-ordinated and led by the Parish Council. These actions should be pursued in parallel to the Neighbourhood Plan adoption process and beyond. They will involve engaging with key stakeholders, lobbying CWaC and other bodies for funding and taking the initiative on other projects. The ‘aspirations’ in Section 5 should provide useful cues to the construction of a set of actions for the Parish Council to follow up on.

A key action will be preparing the framework for the Village Travel Plan, and the Neighbourhood Plan Steering Group has already started work on this. Another important action could be the co-



ordination of a tourism and marketing strategy,
in collaboration with local businesses.

The end product will be a comprehensive
Neighbourhood Plan that will help to ensure that
local people have a voice in determining the
future of Malpas and Overton.

7. References

This full list of references includes every document that has been referred to and that has informed the preparation of the Neighbourhood Plan. This list represents the evidence base for the Plan. The list is structured around the six policy themes, illustrating the documents that have informed policies in each section. For further detail of the evidence base please refer to the separate 'Evidence Base Summary' document.

Policy and Planning Context

- National Planning Policy Framework (2012)
- CWaC Local Plan Part One: Strategic Policies
- Chester & District Local Plan (2006) Retained Policies
- Draft Environmental Screening and Habitats Regulation Assessment Statement for Malpas and Overton Neighbourhood Plan (Jan, 2014)

Chester District SPDs:

- Design for Residential Development SPD, 2007
- House Extensions SPD, 2006
- Sustainable Development SPD, 2008
- Planning for Community Safety SPG, 2005
- Public Art SPG, 2004

Homes for All

- Cheshire West and Cheshire Strategic Housing Market Assessment (SHMA), July 2013
- CWaC SHMA Viability Study, July 2013

- CWaC Strategic Housing Land Availability Assessment (SHLAA), 2013 Update
- Malpas Parish Council Housing Need Survey, 2012
- 'Social Exclusion in Malpas', Staffordshire University, October 2013
- 2011 Census Data (ONS)
- ONS Labour Market Statistics, 2013
- Ordnance Survey Historic Mapping (1875, 1881, 1898, 1911, 1954, 1973)
- Malpas Character Study, IBI Taylor Young, 2013
- Village Design Statement, Malpas Parish Council, 2010
- Urban Design Compendium I and II, Llewellyn Davies, 2007
- Households Below Average Income, Department of Work and Pensions (DWP) (for low income data) and benefit levels from DWP; the data is for 2008/09; updated August 2010

Built Environment and Local Character

- Malpas Character Study, IBI Taylor Young, 2012
- The National Heritage List for England (including listings), English Heritage
- Building for Life 12, Design Council, 2012
- Malpas Village Design Statement, 2010
- Cheshire Historic Environment Record
- Cheshire Historic Landscape Characterisation, 2007
- Department for Energy and Climate Change (DECC) ©Crown Copyright. Department for Energy and Climate Change licensed under the Open Government Licence v.1.0.

Archaeology

- Cheshire Historic Towns Survey - Malpas Archaeological Assessment (Cheshire County Council/English Heritage, 2003)

- Cheshire Historic Towns Survey - Malpas Archaeological Strategy (Cheshire County Council/English Heritage, 2003)
- F H Thompson, Roman Cheshire (Chester 1965), p 104.
- A L F Rivet and C Smith, The Place-Names of Roman Britain (London 1979), pp 157-160.
- A C Waddelove and E Waddelove, "Roman Roads in Delamere Forest and Neighbourhood – A Century after Edward Kirk", Trans Lancs and Cheshire Antiq. Soc 83 (1985), pp 179-184 and Fig 1c.
- Shaw & Clark, Cheshire Historic Towns Survey - Malpas Archaeological Assessment (Chester 2003), p11.

Landscape Character and the Natural Environment

- 'Renewable and low carbon energy', Planning Practice Guidance (updated 10/04/2014)
- 'Landscape Character Type 5: Rolling Farmland', Cheshire Landscape Character Assessment, Cheshire County Council (now CWaC)
- 'Malpas' Landscape Character Assessment and Guidelines, Chester and District Council (now CWaC), 1998
- 'Malpas-Wych Valley' Guidelines for the Built Development, Chester and District Council (now CWaC), 1998
- Malpas Character Study, IBI Taylor Young, 2012
- Malpas Village Design Statement, Malpas Parish Council, 2010
- Planning Practice Guidance for Renewable and Low Carbon Energy, DCLG, 2013
- 'Raising the Standard' Green Flag Award Guidance Manual, 2009
- The National Heritage List for England (including listings and Conservation Area designations), English Heritage

- Building for Life 12, Design Council, 2012
- Urban Design Compendium I and II, Llewellyn Davies, 2007

Services and Facilities

- 2011 Census Data, ONS
- CWaC Rural Regeneration Strategy
- Key Service Centres Background Paper, CWaC, 2012
- Cheshire Retail Study, 2011 Update, CWaC

Supporting the Local Economy

- 2011 Census Data, ONS
- Labour Market Profile Cheshire West and Chester, NOMIS
- Employment Land Study Update, CWaC, 2013
- CWaC Rural Regeneration Strategy
- Cheshire and Warrington Rural Workspace Study, BE Group, 2009
- CWaC Indices of Deprivation 2010
Indices of Deprivation 2010 – Neighbourhoods of Deprivation in Cheshire West and Chester, CWaC, 2013)

Transport and Communications

- Integrated Transport Study Baseline Report, WSP, 2009
- Local Transport Plan 2011-2026, CWaC, 2011
- CWaC Rural Regeneration Strategy, Local Transport Plan
- Key Service Centres Background Paper, a CWaC, 2012
- Bishop Heber High School Travel Plan, 2012
- Malpas Local Plan (Parish Council), 2007
- Malpas Neighbourhood plan Transport and Access Review January 2014



Appendices

Appendix A: Glossary of Terms and Acronyms

A1 to A5 (use classes): high street uses as defined in the town planning use classes order, i.e. A1: shops, A2: financial and professional services; A3: restaurants and cafes; A4: drinking establishments; A5: hot food takeaways (Use Classes Order, 2013)

Affordable homes: social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Intermediate housing is homes for sale and rent provided at a cost below market levels and can include shared equity. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.

Article 4 Direction: a planning policy tool that removes certain permitted development rights (e.g. changes to doors and windows) where these may compromise local character. Commonly used in Conservation Areas.

Back-of-pavement: where buildings directly adjoin the pavement with no front garden or boundary treatment.

Biodiversity: the degree of variation of life, i.e. the number of species of plant or animal life.

Built character: the distinctive qualities of a place as derived from its buildings.

Community infrastructure: the facilities required to support an active, functioning community: including roads, medical services, schools, shops, sports facilities etc.

Community Infrastructure Levy (CIL): a methodology being promoted by the Government to ensure that developers pay for the community infrastructure that is required in response to their development. Some local authorities already have this in place, for others it is due to be introduced soon.

CWaC: Cheshire West and Chester Council

Fenestration: the form and pattern of windows on a building.

Flexible workspace: employment space that is specifically geared to the needs of small and expanding businesses often includes a shared and managed reception and meeting rooms etc.

Gastro pub: a public house specialising in serving high quality food.

Green Flags: The **Green Flag Award** is the benchmark national standard for parks and green spaces in the United Kingdom. It is intended to create a benchmark of excellence in recreational green areas and encourage high environmental standards. Any free-to-enter public park or green space is eligible to apply for an Award.

Key Nodes: important junctions and other points of pedestrian and vehicle activity within the street network.

Landscape character: the distinctive qualities of an area, as derived from its landscape.

Lifetime homes: homes that are suited, through space and adaptability, to people living continuously in throughout their entire lives as their needs change.

Lychets - survivals of ancient/medieval field cultivation patterns which are visible in the local landscape and the archaeology.

New Homes Bonus: a Government initiative to help tackle housing shortages that makes payments to local authorities for new homes built within their area. A proportion of this payment can be passed to community groups if they can demonstrate their spending priorities (e.g. through a Neighbourhood Plan).

NPPF: The National Planning Policy Framework – a Government document, published in March 2012, which sets out overarching planning policy and guidance.

Public realm: all outdoor space within a settlement that is accessible to the public, including roads, pavements and spaces between buildings.

Quality of Life: the general well-being of a person or society, defined in terms of health and happiness.

Replacement Dwelling: a dwelling that is built to replace a similar dwelling that has been demolished on the same site.

Riparian: relating to the banks of a river.

Roofscape: a view of roofs, especially when considered in terms of aesthetic appeal.

Section 106: a form of legal agreement that requires developers to fairly recompense the cost of impacts resulting from their development; Due to be replaced by Community Infrastructure Levy.

SPD: Supplementary Planning Document, a guidance document that expands upon a planning policy or topic by providing further detail. Previously known as Supplementary Planning Guidance (or SPG).

Superfast broadband: broadband internet connection that uses fibre optic cables to deliver

much improved connection speeds and data limits.

Sustainability: the ability or capacity of something (e.g. a development, a process) to sustain itself into the future, and to not compromise the ability of future generations to meet their own needs (e.g. burning of fossil fuels is not *sustainable*).

Sustainability Appraisal (or SEA): a prescribed process, deriving from European Union regulations, that assesses whether a proposed policy document (e.g. a Neighbourhood Plan) or a proposed development will contribute positively or negatively to **sustainability**.

Sustainable Communities: are communities that can continue to flourish into the long term and not decline. Sustainable communities 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.

Sustainable Development: development that enables the needs of the present to be met without compromising the ability of future generations to meet their own needs (United Nations General Assembly Resolution 24/187).

Townscape: the distinctive quality of a settlement, deriving from its buildings and spaces.

Travel Plan: a document that assesses the transport needs of a use or place and makes plans to meet these effectively whilst encouraging the most sustainable modes of travel (i.e. promotion of walking, cycling and public transport above private car travel).

Urban design: the process of designing and shaping places. Whereas architecture focuses on

individual buildings, urban design address the larger scale of groups of buildings, of streets, public spaces, neighbourhoods and whole settlements.

VDS: Village Design Study – a document prepared by Malpas Parish Council that describes the current character of Malpas.

Walking bus: a group of schoolchildren walking together along an agreed route to/from school chaperoned by designated adults.

Wildlife corridor: an area of green space that acts as a habitat corridor, connecting wildlife populations.

Appendix B. Methodology for Site Assessment of Potential Housing Sites

Instructions

The following methodology has been developed by IBI Taylor Young as a means of assessing the appropriateness of sites for sustainable residential development. It is recommended for use in assessing sites in the Neighbourhood Plan area in response to Policy H1.

The system involves considering 12 criteria for each site. Against each criteria a score of 1, 2 or 3 is applied to reflect whether the site is more or less suitable for development, with the higher number meaning the site is more suitable, in accordance with Table A overleaf.

The scores are then weighted, according to the weighting in Table B, and totalled. The total score will be between 23 and 69. The comparative appropriateness of sites for sustainable development can thus be expressed, with the higher scoring sites being considered progressively more appropriate than lower scoring sites. The total score should be considered according to the following ranges:

Up to 38:	Least appropriate
39 to 63:	More appropriate
64 and above:	Most appropriate

Table B: Site Assessment Matrix

CRITERIA	APPROPRIATENESS OF SITE		
	Less appropriate SCORE = 1	More appropriate SCORE = 2	Most appropriate SCORE = 3
1. Previously developed land WEIGHTING = x4	Site is greenfield, separated from the built-up area.	Site is greenfield but within the built-up area or on the edge of the settlement. Site is brownfield but outside the built-up area.	Site is brownfield and within the built-up area.
2. Impact on coalescence *¹ WEIGHTING = x4	Site separates existing settlements or scale of development would overwhelm small separate settlement.	Site located on settlement edge but does not play strategic role in separating settlements.	Site surrounded by development or located within pocket along existing settlement edge.
3. Sustainable Accessibility *² WEIGHTING = x4	Limited access to regular public transport, beyond walking distance to existing communities, local facilities and employment opportunities.	Good accessibility to public transport network with regular services or within walking distance (i.e. 800m) of existing communities, local centres and employment opportunities.	Good accessibility to public transport network with regular services or within easy walking distance (i.e. 400m) of existing communities, local centres and employment opportunities.
4. Road Accessibility *¹⁰ WEIGHTING = x2	The site requires significant new road infrastructure to gain acceptable access or may have major impacts in existing roads that will require significant mitigation.	The site is accessible to the existing road network but will need some new infrastructure and may require access improvements to mitigate impacts on existing roads.	The site has good accessibility to the existing road network and its development will not have significant impacts on existing roads.
5. Visibility *³ WEIGHTING = x2	Site adjacent to prominent settlement edge and/or in view of many isolated properties. PROWs present within or near site.	Site visible from some sensitive receptors.	Site visible from less sensitive receptors.
6. Built character & settlement edge *⁵ WEIGHTING = x1	Development of site would compromise distinctive existing local character and urban grain.	Little distinctive character adjacent to site. Development of the site maintains local character.	Little distinctive character within local area. Existing urban grain is less sensitive to change and could be improved by appropriate development. Development of the site maintains local character.
7. Impact on heritage assets *¹¹ WEIGHTING = x1	There are designated heritage assets that will be directly affected by development of the site (or will have impacts on their setting); this is likely to represent a negative impact. There is a high likelihood of significant archaeological remains being present.	The setting of heritage assets will be affected by development – good design is required to ensure that this is a neutral or positive impact. There may be archaeological features, which will need to be accurately identified and appropriately mitigated.	There are no heritage assets that will be impacted by the development of the site. Desktop study identifies little likelihood or archaeological features being present.

8. Constraints (environmental & Infrastructure) *⁴ WEIGHTING = x1	Site known to have difficult constraints, e.g. flood risk, pylons, watercourse, hazardous installation consultation zones.	Site has constraints that can be overcome . Change in level across site may cause development challenges.	Site has few known constraints.
9. Topography *⁶ WEIGHTING = x1	Natural lay of the land makes a significant contribution to visibility of site e.g. site on summit of hill, within open landscape.	Landform provides some screening properties.	Landform provides significant screening properties.
10. Landscape condition *⁷ WEIGHTING = x1	<p>Strong landscape structure, characteristics, patterns, balanced combination of landform and landcover.</p> <p>Appropriate management for land use and landcover.</p> <p>Distinct features worthy of conservation.</p> <p>Sense of place and no detracting features.</p>	<p>Distinguishable landscape structure, characteristic patterns of landform and landcover.</p> <p>Scope to improve management of land use and vegetation.</p> <p>Some features worthy of conservation.</p> <p>Some detracting features, such as pylons and transport infrastructure.</p>	<p>Weak landscape structures, characteristic patterns of landform and landcover are often masked by land use.</p> <p>Mixed land use evident.</p> <p>Lack of management and intervention has resulted in degradation.</p> <p>Extensive detracting features, such as pylons and transport infrastructure.</p>
11. Landscape value *⁷ WEIGHTING = x1	High importance (or quality) and rarity. No or limited potential for substitution. Typically national/international scale, e.g. World Heritage Site, National Park, AONB.	Medium importance (or quality) and rarity. Limited potential for substitution. Typically regional and local scale. Undesignated but value perhaps expressed through non-official publications or demonstrable use.	Low importance (or quality) & rarity. Typically local scale with areas identified as having some redeeming feature or features and possibly identified for improvement.
12. Landscape sensitivity *⁷ WEIGHTING = x1	A landscape particularly sensitive to change. Proposed change would result in major adverse effects on landscape character/features/elements.	A landscape capable of accepting limited change. Proposed change could be accommodated with some adverse effects on landscape.	A landscape capable of accepting or benefiting from considerable change. Proposed change could be accommodated with little or no adverse effects, or would result in beneficial effects on landscape character/features/elements.
13. Agricultural quality *⁸ WEIGHTING = x1	ALC: Wholly or predominantly Grade 1 (excellent) or Grade 2 (very good).	ALC: Wholly or predominantly Grade 3a or Grade 3b (moderate).	ALC: Wholly or predominantly Grade 5 (very poor) or Grade 4 (poor).
14. Biodiversity *⁹ WEIGHTING = x1	Known designations of national or regional significance present on or adjacent to the site, eg SSSI, NNR.	Known designations of local significance present on or adjacent to the site, e.g. SBI, LNR, Ancient Woodland.	No known designations present on site.

Footnotes

- 1) Impact on coalescence - Based on an assessment on plan of the effect that development would have on the integrity and separation of existing settlements.
- 2) Sustainable Accessibility - Based on advice in Interim Housing Policy (2012), NPPF, PPS3 and 'Shaping Urban Neighbourhoods' (Barton et al, 2003) and the mapped location of local facilities .
- 3) Visibility - Based on best practice set out in *Guidelines for Landscape and Visual Impact Assessment*, Second Edition (2002), by The Landscape Institute and the Institute of Environmental Management and Assessment
- 4) Constraints - Physical factors available through desktop analysis such as pylon lines, water courses, flood plain.
- 5) Built character and settlement edge - Based on consideration of adjacent housing age and character (see Malpas Character Study); location of conservation area, designated heritage assets; and site edge conditions
- 6) Topography - Based on contour mapping
- 7) Landscape condition, value and sensitivity - Based on best practice set out in *Guidelines for Landscape and Visual Impact Assessment*, Second Edition (2002), by The Landscape Institute and the Institute of Environmental Management and Assessment. This assessment should be undertaken by a qualified landscape architect.
- 8) Agricultural quality - Based on Agricultural Land Classification (ALC)
- 9) Biodiversity - Based on presence of watercourses, significant vegetation cover (from aerial photography), ecological designations.
- 10) Road accessibility – this assessment should be informed by a Transport Assessment undertaken by suitably qualified professionals
- 11) Impact on heritage assets – archaeological impacts should be assessed by a desktop study undertaken by suitably qualified professionals

PROW: Public Rights of Way

AONB: Area of Outstanding Natural Beauty

ALC: Agricultural Land Classification

SSSI: Site of Special Scientific Interest

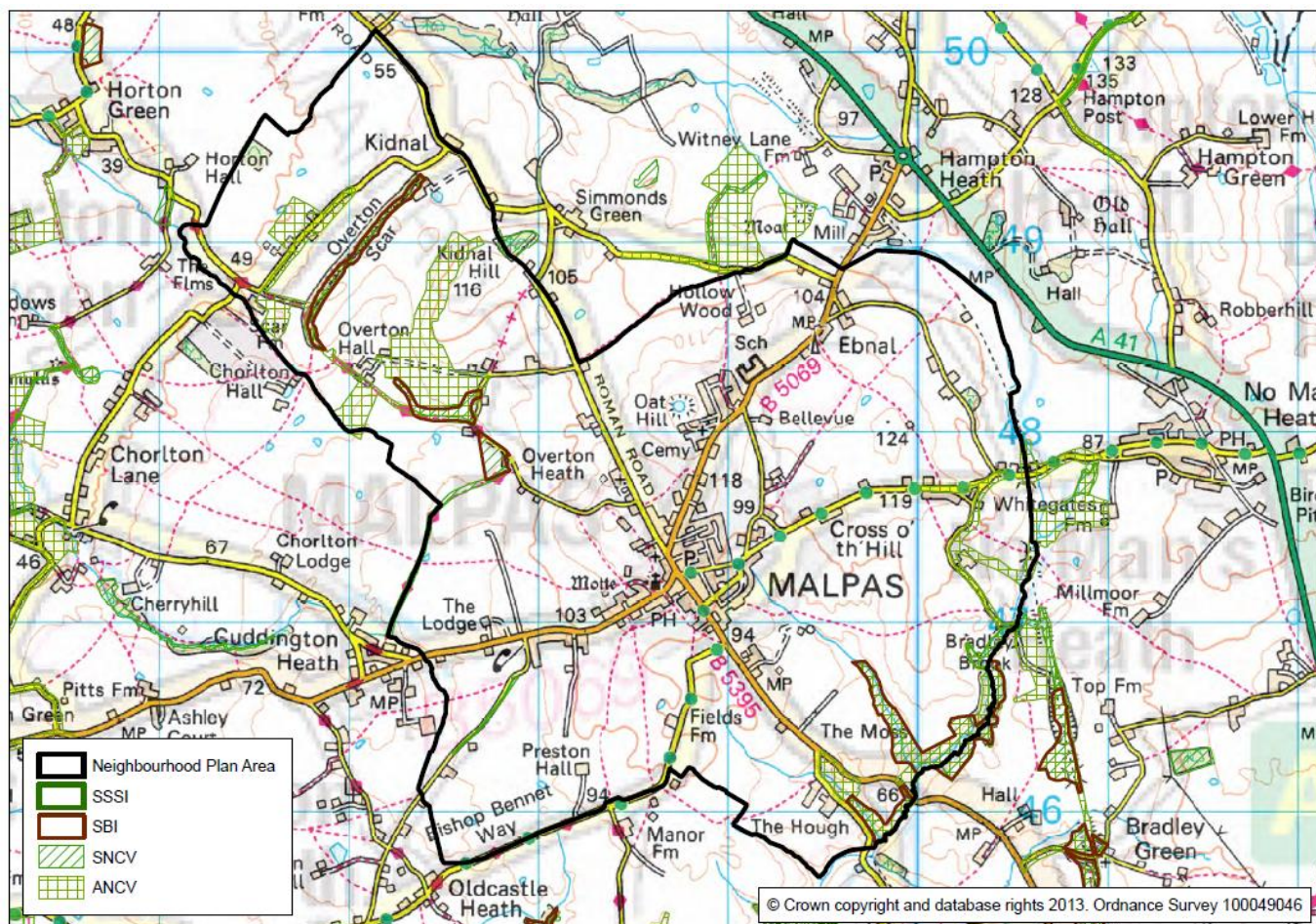
SBI: Site of Biological Interest

LNR: Local Nature Reserve

NNR: National Nature Reserve

Appendix C: Designated Nature Conservation Sites (CWaC)

The plan below shows the currently designated sites of nature conservation within the Neighbourhood Plan area, provided as part of the evidence base.



Key

SSSI = Site of Special Scientific Interest
SBI = Site of Biological Importance
SNCV = Sites of Nature Conservation Value
ANCV = Area of Nature Conservation Importance

Appendix D: Character Buildings and Structures

See Figure 5.1 (Proposals Map) and Policy BE4.

In Malpas village:

1. The Vaults PH, Church Street (not listed)
2. The Crown Hotel, Oldhall Street (not listed)
3. Red Lion Hotel, Oldhall Street (not listed)
4. Group of 5 white cottages, north side of Church Street (only Glebe House and Tithebarn are Grade II listed)
5. Cholmondeley Terrace, Church Street (not listed)
6. Building occupied by The Co-operative, High Street (not listed)
7. Victoria Jubilee Hall, High Street (not listed)
8. Old Fire Station, High Street (not listed)
9. Group of cottages: Post Office to 25 High Street (not listed)
10. Chapel of Rest in the Cemetery
11. St Joseph's (currently being restored for apartments) St Joseph's was the name of the Catholic Church on the site. The House was known as "The Beeches"
12. The Old Police station on Chester Road

In the surrounding rural area:

13. Belle Vue Farm on Greenway Lane
14. Water Pumping Station in Overton at Whitewood Lane
15. The ex-Royal Observer Post up the footpath off Greenway Lane
16. The old Slaughter House behind Foxes Ridge off Greenway Lane

Appendix E: Local Green Spaces and Corridors

Proposed Neighbourhood Plan 'Green Spaces and Corridors'

(Identified by the NP Steering Group and endorsed through local consultation)

See Figure 5.1 (Proposals Map) and Policy LC4.

#	Site	Value	Use
1	Land on Springfield Road	Amenity	Children's casual play area
2	Land on Springfield Avenue	Amenity	Children's casual play area
3	Land at St Oswald's Close	Amenity	Children's casual play area
4	Land at Well Farm Close	Amenity	Children's casual play area
5	Land opposite Sunnyside	Amenity	Children's casual play area
6	Malpas Recreation Ground on Tilston Road	Sports and Recreation	Children's structured play area, walkers rest stop village fairs and events
7	Bishop Heber High School on Chester Road	Sports and Recreation	Pupils recreational
8	Malpas Farmers Bowling and Social Club off Tilston Road	Sports and Recreation	Bowling and social events
9	Malpas Bowling Club and Social Institute by Castle Hill	Sports and Recreation	Bowling and social events
10	Malpas Sports Club on Wrexham Road	Sports and Recreation	Adults and children sports:- cricket, football, tennis, bowling and social events
11	Clay Hole Croft on Wrexham Road	Nature Conservation	Walkers rest stop
12	Overton Common (Heath)	Nature Conservation	Ramblers, dog walkers, horse riders
13	Bishop Bennett's Way from Overton Heath to Cuddington (bridleway)	Nature Conservation	Ramblers, dog walkers, horse riders, mountain bikers
14	Bridleway from Overton Common to Overton Scar	Nature Conservation	Ramblers, dog walkers, horse riders, mountain bikers
15	Ancient woodland at Overton Scar	Nature Conservation	Ramblers, dog walkers, horse riders
16	Woodland and open ground in the valleys at Lower Moss Farm and the Hough	Nature Conservation	Hunting, shooting, ramblers, casual walkers
17	Marshy ground at the Mosslands off Whitchurch Road	Nature Conservation	Wildlife area In Stewardship Scheme
18	The Parish Boundary from Tilston Road to Mates Lane (Public Right of Way - Footpath)	Nature Conservation	Ramblers, dog walkers,

#	Site	Value	Use
19	The dismantled railway track along the Eastern Parish Boundary (Public Right of Way - Footpath)	Nature Conservation	Ramblers, dog walkers, horse riders
20	Land with trees down the Beeches Bank on the Tilston Road. (In Conservation Area)	Nature Conservation	
21	The Bridleway from Hollowood Road, Oathills to Mates Lane	Nature Conservation	Ramblers, dog walkers, horse riders, mountain bikers
22	The Byway from Overton Heath Lane to Kidnal	Nature Conservation	Ramblers, dog walkers, horse riders, mountain bikers, green roaders
23	Gams Wood and disused Quarry at Kidnal Hill (including Byway)	Nature Conservation	Ramblers, dog walkers, horse riders, mountain bikers, green roaders
24	Pit at Kidnal Hill	Nature Conservation	Old sandstone quarry
25	Woodland at the Lodge at Sunnyside	Nature Conservation	Private garden
26	The 12 apostles across the Oxheys (Public Right of Way – footpath)	Nature Conservation	Ramblers, dog walkers
27	Greenway Lane (Public Road – Access only)	Nature Conservation	Ramblers, dog walkers, horse riders, mountain bikers, green roaders, adults and children accessing the Bishop Heber School
28	Love Lane from Tilston Road to Overton Heath	Nature Conservation	Ramblers, dog walkers, horse riders, mountain bikers, green roaders, Residents access
29	Land comprising the Goodmoor Rough	Nature Conservation	Hunting and shooting
30	The Old Rectory woodland garden	Nature Conservation	Private garden
31	Land beyond Laurel Bank off Mastiff Lane	Nature Conservation	Private garden
32	Marshy land at the bottom of Well Street at Broselake Farm	Nature Conservation	Private land
33	Woodland surrounding playing field behind Bishop Heber High School	Nature Conservation	Private land
34	The roadside pit opposite Bishop Heber High School	Nature Conservation	Private Land
35	Nel's Pit off Chester Road	Nature Conservation	Private Land
36	Footpath from Greenway Lane to Ebnal Lane (Public Right of Way – footpath)	Nature Conservation	Ramblers, dog walkers, horse riders, mountain bikers, green roaders, residents access

#	Site	Value	Use
37	Pond near sewerage works on Goodmoors	Nature Conservation	Anglers, casual coarse fishing
38	Malpas Cemetery	Community	
39	St Oswald's Church Yard	Community	Ramblers, dog walkers, church visitors
40	Kidnal Hill	Community	Private land
41	Castle Hill	Community	Private land
42	Pond to the south of Church Street	Community	Anglers, casual coarse fishing

Appendix F: Current Community Needs and Aspirations (September 2014)

These lists are intended to be read in conjunction with Policy SF4. They set out the current community needs and priorities. The Parish Council are progressing actions to seek the delivery of these facilities. Some of these will be progressed in response to Policy SF4, others will be progressed independently. This appendix will be regularly updated during the life of the Neighbourhood Plan as these needs are met and priorities delivered, and as other needs and priorities emerge. It is recommended that delivery partners and developers speak to the Parish Council in the first instance to understand the current position. This list and discussions with the Parish Council, should inform CWaC's Infrastructure Delivery Plan.

The lists are not in a particular order of priority and are not exhaustive. As planning applications and developments come forward, each will present appropriate and specific opportunities to contribute to, or to total fund items from the list. Matched funding will be sought wherever possible

Community Needs

Section 106/CIL monies raised from planning applications should be spent on evidenced current local priorities where these conform to the requirements of the CIL Regulations (2010). CWaC's Infrastructure Delivery Plan should provide the mechanism for prioritising and delivering these priorities, in association with the local community and delivery partners. Funding provided to the Parish Council from the New Homes Bonus can also be used to address these priorities. Current evidenced local priorities are listed below (in no particular order):

Services and Facilities

- An enhanced and expanded GP surgery/Health Centre incorporating Dentist and Opticians and other health facilities
- A Public Library located in the Village Centre, accessible to all

- Land for expansion of the burial ground located adjacent to the existing Cemetery, including a woodland site for the interment of ashes.
- Bus stop shelters on Chester Road and Springfield Road
- Financial support for Young Persons' Centre and Youth services

Road Improvement and Infrastructure schemes

- New link roads, 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 (refer to the Village Travel Plan)
- Additional public car park space close to the village centre
- Safe routes to schools, including pedestrian crossings at the Alport and Heber Schools.
- Provision of missing pavement sections Chester Road, opposite the Primary School; Cross o' th' Hill Road to Bradley Lane
- Widening or more provision of pavements on Old Hall Street and Church Street/Wrexham Road
- Signage indicating 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).

- Installation of mini roundabout/road layout change at High Street/Chester Road junction to facilitate better vehicle access to High Street/Tilston Road
- Support for the local Cemetery (Financial/Resource/extended area)

Leisure Activities

- Provision of playing field/area for Malpas Alport Primary School
- Refurbishment/upgrade of play areas (Recreation Ground)
- Additional football, Cricket and Rugby pitches, for Malpas Sports Club

Housing

- Good quality affordable homes
- Rentable accommodation at prices that are locally affordable
- More bungalows or single floor residency accommodation for older people
- Homes for older people – Extra Care schemes, Bungalows, Lifetime Homes

Public Realm/Permeability Improvements

- Public realm improvements on High Street to balance the needs of motorists, parking, cyclists and pedestrians and create a more positive pedestrian environment, which is also sympathetic to the historic setting. This may involve treatments to slow traffic flow through the Village Centre (Consideration of the provision of shared space)
- Public realm improvements on Church Street to provide continuous safe pavements, whilst also respecting the significance of heritage assets; (consideration of the provision of shared space)

- Improved pedestrian and cycle routes into and around the Village Centre
- Public footpath improvements/creation to provide circular routes
- Provision of pavements where lacking and refurbishment of existing pavement surfaces including dropped kerbs, tactile surfaces
- Provision of village demarcation signs and gateway features

Green Space and Natural Environment

- Creation of continuous wildlife corridors to link already identified wildlife value areas
- Tree, bulbs and wild flower seeds for grass verges and open space areas

Community Aspirations

In addition to the Community Needs there are a number of other priorities and aspirations that have been identified in the Evidence Base. These may not be suitable for planning obligations from developers but they will set priorities for local spending from the New Homes Bonus receipts and set an agenda for the Parish Council to engage with other delivery partners, funding sources and stakeholders. Developers may also wish to voluntarily respond to some of these requirements, potentially as part of larger planning applications, or on a commercial basis. The list is provided in no particular order.

- Remodel/refurbish Jubilee Hall as a modern community space with café
- Equipping of the Jubilee Hall with modern technology to support business presentations (built-in projectors, public address system, white boards, pin boards etc.)
- Upgrade of public toilets (project in progress)

- Tourist Information Point to support visitors e.g. cyclists, ramblers, area visitors
- Better variety and quality in food and drink outlets offered in the village – e.g. a gastro pub
- Village hotel/overnight accommodation
- A swimming pool (likely to be a commercial facility)
- Expanded and more regular farmers' market, ideally on an outdoor site if a suitable location can be identified in the village
- Improved social and leisure facilities for older people
- More effective enforcement of parking restrictions, outside Alport Primary School on Chester Road where unauthorised parking can impact on Fire Brigade access.
- More effective enforcement of parking restrictions and traffic control outside Heber Secondary School.
- Parking controls on High Street to ensure short-stay parking remains available for shoppers and visitors
- More effective enforcement of speeding restrictions in the village.
- More frequent bus services and routes that serve village residents
- A petrol station within the village/local area

Economic Aspirations

- Fibre cable provision to new development to support super-fast broadband

- Increased job opportunities through the allocation of land / space for offices / industrial units and the possible support thereof through reduced business rates
- Support from CWaC to promote tourism in the village.
- Other actions to secure future for High Street shops

Current Projects

- Improvements to the Recreation Ground have already been programmed by the Recreation Ground Management Committee. The aspiration is that these enhancements give the park 'Green Flag' status and that an appropriate application is made.
- Allotments (already proposed – project underway)
- All-weather pitch at Bishop Heber School (already proposed – project underway)

Appendix G: Schedule of Policies

1. Homes for All	
H1	New Housing
H2	Rural Housing Development
H3	Housing Type and Tenure
H4	Housing Character and Design
2. Built Environment and Local Character	
BE1	Scale and Form of New Development
BE2	Design of New Buildings
BE3	Alterations and Extensions
BE4	Character Buildings and Structures
BE5	Archaeology
3. Landscape Character and the Natural Environment	
LC1	Landscape Character and New Development
LC2	Renewable Energy
LC3	Key Views
LC4	Green Spaces and Corridors
LC5	Biodiversity
4. Services and Facilities	
SF1	Village Centre
SF2	Church Street
SF3	Upper Floors
SF4	Community Infrastructure
5. Supporting the Local Economy	
LE1	Flexible Workspace
LE2	Rural Diversification and Local Tourism
6. Transport and Communications	
TC1	Village Travel Plan
TC2	Travel and Parking Impacts
TC3	Pedestrian and Cycle Routes

Total: 23 policies

Acknowledgements

The **Malpas and Overton Neighbourhood Plan Steering Group** would thank the following individuals for their support and contributions in producing this Plan.

Name	Organisation
Rachael Abbott	Malpas Resident
Tina Barnett	Overton Parish Council
Sarah Baron	Cheshire Community Action
Carol Broad	Malpas Resident
Fiona Dudley	Malpas Resident
Jim Fox	IBI Taylor Young Limited
Peter Guildford	No Mans Heath Neighbourhood Plan Steering Group; No Mans Heath Parish Council
Susan Griffith	Malpas Parish Council
Louise Hilder	Cheshire West and Chester Council
Ilene Hoyle	Malpas Resident
Lee Huxley	Cheshire West and Chester Council
Urszula Kochanowska	IBI Taylor Young Limited
Michael Kitching	SK Transport Planning Limited
Karen Meredith	Malpas Resident
Rosie Morgan	Cheshire west and Chester Council
Susan Norwood	Malpas Parish Council
Trevor Parker	No Mans Heath Neighbourhood Plan Steering Group
Simon Peake	IBI Taylor Young Limited
Rachael Redshaw	Malpas Resident

Name	Organisation
Simon Redshaw	Malpas Resident
Paul Roberts	No Mans Heath Neighbourhood Plan Steering Group; No Mans Heath Parish Council
Linda Sharp	Cheshire West and Chester Council
Anne Sharrott	Malpas Resident
Antony Spennati	Malpas Resident
John Webb	Malpas Parish Council
Chris Whitehurst	Malpas Parish Council
Ann Wright	Malpas Ward Councillor

For any queries please contact the Clerk of Malpas Parish Council.

E-Mail: malpaspc@hotmail.com

Telephone: 01948 861353

Address:

The Clerk

Malpas Parish Council

Broselake Cottage

Greenway Lane

Malpas

Cheshire

SY14 8DE