

Christleton and Littleton Neighbourhood Plan Consultation Statement – April 7 2026

The neighbourhood plan working group and the two Parish Councils were determined to be inclusive and transparent throughout the neighbourhood plan process. The Neighbourhood Plan is intended to be a forward-looking plan that will preserve the heritage and character of the two villages whilst ensuring that any future development meets the needs of the residents today and in the future.

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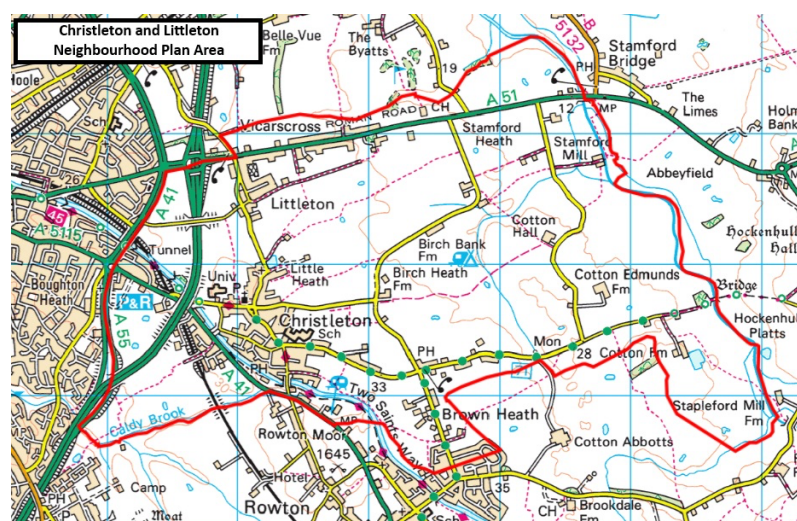
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1. Introduction

This consultation statement has been prepared in accordance with the Neighbourhood Planning (General) Regulations 2012 Part 5 paragraph 15(2) which defines a consultation statement as a document which:

- Contains details of the persons and bodies who were consulted about the proposed neighbourhood plan
- Explains how they were consulted
- Summarises the main issues and concerns raised by the consultees
- Describes how these issues and concerns have been considered and, where relevant, addressed in the proposed neighbourhood plan.

The villages of Christleton and Littleton are located in open countryside to the east of Chester and separated from the city by green belt. They are bounded and bisected by the A51 to the north and the A41 to the south, both heavily trafficked trunk roads. (see plan below)



The Neighbourhood Plan process started in 2023 when it was agreed that both Parishes would work together to produce a joint neighbourhood plan for the area.

A series of volunteer meetings attended by Community Action and planning consultants were held on Sept 20, Nov 8 and Dec 13 2023 in Christleton Methodist Hall which reviewed the contents of

Neighbourhood Plans in the CWaC area and agreed priorities. Teams of volunteers were formed to address the priorities of trees/hedgrows/biodiversity/wild life, housing design, green gaps/spaces, infrastructure and a support team of IT/finance etc

The Christleton and Littleton Parish Council meetings made the decision **to** formally proceed with a Neighbourhood Plan. The Christleton and Littleton Neighbourhood Plan area was designated by Cheshire West and Chester Council following a consultation period that ran from the 14th of December 2023 to the 1st of February 2024 and the neighbourhood plan area was approved in February 2024.

Funding applications were made in December 2023 and following confirmation of funding the work started in earnest in March 2024

Christleton and Littleton Parish Councils have discussed the Neighbourhood Plan at virtually every meeting since 2023. They approved v31 of the Neighbourhood Plan on March 3 2026(Christleton) and March 9 2026(Littleton).

2. Consultation and communications

2.1 A village consultation was mailed to every household and virtually every concern responded to in the Neighbourhood Plan – queueing on the A41 and A51, traffic cutting through the village centre amongst waves of children accessing the schools, pavement mountings, dangerous PM2.5 levels on the A41 and A51 and regular serious schoolchildren injuries were a priority and shaped the plan.

This is a summary of over 90 Village Consultation responses

– the number at the start of the paragraph is the number of residents and demonstrates the priority allocated to traffic volume, congestion, cut through Christleton traffic alongside schoolchildren, pavement mounting, PM2.5 air quality chronic health risks and A41 accident injury risks etc

31-Village gridlock specifically start and end of the school day, cut through traffic, speeding, congestion, cars parked on the pavement, mounting the pavement as traffic gridlocked

13-A41 traffic including concerns on pollution, safety. Inability to turn right onto A41 from Law College and Troopers Close and Rowton Bridge Road

7-Removal of footpaths, rights of way, trees and hedgerows between Littleton and Christleton

6-No Greenbelt development

6-Cycling routes to village – suggestion to move most cyclists from the dangerous A41 SUP to the canal footpath

5-Maintenance of Parish Hall, churchyard, grass verges etc falls to small number of people

5-Current infrastructure does not support any form of large development. Learn from Saighton Camp mistakes.

5-Footpath outside Primary school needs widening as it is dangerous.

5-Issues caused by the Bridge Club parking on Village Road, especially at end of school day.

4-Road surfaces, road markings, gulleys and flooding

3-Crossings and speed limit on A51 – Only 1 controlled crossing and speed limit should be 30 past the houses.

3-More dog poo bins required.

2-Speed limits on Plough Lane not adhered to. Not being monitored by PCSO

2-Speed limit on A41 from Rowton Bridge to Cheshire Cat should be 30mph past the houses.

2-Rowton Bridge Road no pavement. Road shared with cars and bikes

Updates and documents were made available throughout on the Neighbourhood Plan web site.

<https://np.christleton-pc.gov.uk/documents/>

2.2. Natural opportunities like Open meetings, the Parish Council monthly minutes, the Parish Council websites and the NP website were used to brief the communities on the Neighbourhood Plan progress. The Parish Councils worked with a planning consultant. They also sought advice from the CWaC Neighbourhood Plan team, Cheshire Wildlife Trust and Cheshire Community Action who prepared a Housing Needs Survey for the plan area.

2.3 As a rural area the working group recognised the need to preserve the ‘rural nature’ that the parish currently enjoys including access to the countryside and the Shropshire Union Canal which is an important local amenity and recreational resource. The working group commissioned a wildlife and biodiversity study of the plan area by Cheshire Wildlife Trust which was used to inform policy within the plan.

2.4 Arising out of the consultation with local residents was the importance of local character and design across the plan area and it was decided to commission Create Streets to produce a Design Code for the plan area which forms part of the Regulation 14 Neighbourhood Plan.

2.5 Once the working group had agreed the draft plan and design code and consulted with the Parish Councils at a joint meeting, the Regulation 14 consultation took place. Copies of the draft NP were delivered to each household and emails sent to all statutory consultees. Local land owners, developers and interested groups were also invited to respond as part of the consultation

2.6 The Neighbourhood Plan was reported on at every Parish Council meeting and the actions taken minuted. In parallel key documents were produced they were loaded on to the Neighbourhood Plan website.

3. Response to Regulation 14 consultation

Residents were mailed a copy of the regulation Neighbourhood Plan. Land owners, developers and interested groups were able to view the document on line. Copies of the plan were distributed in key locations around the Village – the church, shop, dentist, hairdresser etc and topped up as copies were taken, Copies were also deposited at the library in Chester.

So as to ensure that residents, businesses, landowners and developers were aware of the consultation period the following notice was posted on noticeboards, websites and social media, the PC website and facebook

REGULATION 14 PUBLIC CONSULTATION – v9

DRAFT CHRISTLETON AND LITTLETON NEIGHBOURHOOD PLAN(NP) v26

In the next few days you should receive a copy of the NP by post
If you do not receive one you can

- view a copy at
https://np.christleton-pc.gov.uk/christleton_littleton_draft_neighbourhood_plan/



- or view a copy at the Christleton General Store
- or request an email or postal copy from the Parish Clerk
clerk@christleton-pc.gov.uk

This is an opportunity to influence the NP

PLEASE

- complete the questionnaire at
- <https://forms.office.com/e/Ps2Z3bSzCS>



- or tear the questionnaire out of the NP, complete and deliver to the Christleton General Store
- or post to the Parish Clerk at
3 Durban Ave
Christleton, CH3 6AL

The consultation period

- starts on Nov 10 2025
- finishes on Dec 22 2025 at 1700hrs

Your comments will inform the next draft NP

Consultee comments and responses

A full list of statutory consultees is included in the Appendix 1. The list below shows the representations received and our responses received where appropriate. Not all consultees submitted a response.

3.1 National Highways(NH)

Commented on the Highway Network in the plan area including the A55 Trunk Road as well as the junctions with the A41 and A51.

Vision, objectives and overall spatial strategy. They supported the emphasis on sustainable movement and small-scale local housing needs and maintaining settlement separation. These choices can help moderate traffic growth at A55 J39/40 and align with DfT Circular 01/2022's vision-led delivery approach to delivering sustainable development while safeguarding the Strategic Road Network(SRN) operation.

Housing-NH supports the NP conclusion that housing site sizes are capped in line with the conclusion that highways capacity and air quality must limit housing growth to local needs only. Individually such sites are unlikely to have material impacts on the A55. However the Plan should commit to monitoring cumulative effects and to proportionate transport assessment for any proposals likely to materially increase peak hour traffic flows at J39 and J40 on the A55 and to proportionate transport assessment for any proposal likely to materially increase peak hour traffic flows at these junctions.

Design and active travel-The code's priority for walking and cycling, permeable layouts and reduced visual dominance of parking are supported and are consistent with Circular 01/2022 vision led approach to planning and can reduce pressure on SRN junctions.

Shropshire Union Canal-The canal corridors role in active travel and green infrastructure is positive.

Public Rights of Way and Cycling Plans-NH supports enhancements that reduce reliance on car trips and improve safe, direct active travel to schools and services which could help dampen peak hour pressure at J39/40.

Community Facilities and Local Economy. Support is offered for home working, digital connectivity and small-scale employment where traffic generation is modest or off-peak. Where larger developments are proposed the plan should require robust transport assessments considering A55 J38/40 and committing to travel planning consistent with DOT Circular 01/2022.

Air Quality-Where air quality management measures are considered near the A55 engage with NH early so that any monitoring locations, data protocols and potential mitigation are coordinated with SRN operations and road works/public safety.

Flooding-We support sustainable drainage and resilience measures.

Highways and Traffic-The principle of routeing long-distance traffic to the SRN is supported.

Specific clarifications – In the locality of the plan area the A41 is a CWaC managed local A road. The A55 is the relevant trunk SRN corridor managed by NH.

Conclusion – National Highways supports the plan direction, including small scale, locally focussed growth, emphasis on active travel and targeted local-network measures that can help temper peak hour pressure near A55 J39/J40.

3.2 Great Broughton Parish Council

The Draft Neighbourhood Plan is an impressive piece of work and the Parish Council fully supports the content and benefits it will bring to Christleton and Littleton. The council hope that neighbouring parishes will share in the positive impacts of the infrastructure improvements the plan aims to deliver.

3.3 The Canal and Rivers Trust

We note the positive way in which the neighbourhood plan makes it clear the Shropshire Union canal is valued by the local community. We are confident that the policies proposed are based on a desire to protect this valued asset and we welcome this.

Design Guidance - the Trust largely welcomes the provisions outlined in the guidance and the aspirations to improve pedestrian and cycling routes and supports the use of the towpath as an active travel route however new developments near to waterways can lead to additional demands and the need for improvements to towpath surfaces and enhanced access provision. The Trust highlight the importance of being able to secure developer contributions for such maintenance or improvements where appropriate. (para 57 NPPF). The Trust would therefore welcome additional text that advises on the potential impact of development through the planning process and the securing of planning obligations.

It is welcomed that the Plan outlines specific policies and the Shropshire Union Canal is addressed so positively recognising its value and contribution.

Policy SUC1,2 - the requirement that development positively addresses and safeguards the environmental qualities and structural integrity of the canal is welcomed.

Policy SUC 3 - any heritage policy should make reference to preserving or enhancing the character and appearance of the Conservation area taking into account the significance of designated heritage assets and their settings and views in/out of the Chester canal Conservation Area.

The Trust welcomes the provision of the Shropshire Union canal policies (SUC1-4)

Green Gaps. The Trust is unclear as to the rationale for the designation of land adjacent to the waterways as Green Gaps as this designation may restrict proposals outside the scope of their permitted development rights in accordance with their charitable aims and more widely beneficial to the local community and users of the waterway corridor.

Response - *The Neighbourhood Plan Steering Group is convinced that the green fields alongside the canal provide a valuable setting for the canal, an invaluable wildlife location, a rural backdrop for the large number of active travel movements along the towpath and a green gap between Christleton and Rowton and the site of the Battle of Rowton Heath. In the event of any development, adjacent to the Canal corridor, the biodiversity buffer policy SUC4 protects the Canal from inappropriate build that decimates even more wildlife.*

The Trust welcome the recognition of the ecological value of the Canal in the Plan.

No tree planting should take place on trust land without consent and not within 5m of the canal edge to safeguard the structural integrity of the waterway.

Policy HT4 the Trust would seek further detail of this policy which refers how this may be funded and the detailed control required with regard to materials, design and drainage.

Response - *This is now part of a scheme to provide a canal cycling and walking route from Chester through to Beeston. The scheme design completed by the Canal River Trust, has been funded by the Parish Councils along the route. The intention is to have this design ready in the event of funding becoming available. This scheme improves the canal path surface, widens the canal path and introduces a footpath and/or a cycle path where missing.*

Policy CP3. The Trust welcomes reference to towpath surface improvements being part of delivering active travel routes.

3.4 Asteer on behalf of Hilbre Overlea Estates regarding land at Rowton Bridge Road.

The plan fails to conform to a number of relevant conditions in Paragraph 8(2) of Schedule 48 to the Town and Country Planning act as it fails to allocate land for housing and further restricting land which may otherwise be able to do so.

There is a distinct need to deliver sustainable housing development across the neighbourhood plan area and the land at Rowton Bridge provides an opportunity for Christleton and Littleton Parish Councils to deliver moderate sustainable housing growth whilst providing for the needs of the village and delivering a suite of tangible assets.

They go on to state that the Neighbourhood plan, in order to be sound and to conform with the basic conditions must take a more proactive approach to addressing the area's housing needs by;

1. Removing or increasing the maximum number of dwellings allowed per development and allocating sufficient land to deliver the housing needs of Christleton

Response - *The housing needs of Christleton and Littleton are 15 houses(see 2025 Housing Needs Survey) – this development is too large, is in green belt and a neighbourhood plan green gap and has inadequate access off Rowton Bridge Road*

2. Acknowledge and be consistent with Grey Belt policy in the NPPF and recognise the land is grey belt.

Response -*The green gap is required to prevent Rowton merging into Christleton and to preserve its contribution to the setting of the Battle of Rowton Moor.*

3. Remove the green gap from Rowton Bridge Road and allocate the site for development

Response - *Vehicular access off Rowton Bridge Road is unacceptable as queues past the entrance at peak times, there is no footpath for schoolchildren and the entrance is too near the A41 and the road is too narrow*

3.5 Lichfields on behalf of Bloor Homes – 200 new dwellings on 10 hectares of green Belt land at Whitchurch Road, Chester.

An outline application for 200 dwellings together with public open space was submitted to CWaC in August 2025 and is currently pending determination. (25/02656/OUT).

Bloor supports the efforts of the Parish Councils in preparing a Neighbourhood Plan however the Neighbourhood Plan should seek to facilitate the new development needed in the area.

The timing of the plan is inappropriate given the limited progress made by CWaC in relation to a new Local Plan and conformity with that plan is not yet clear.

The Parish council must seek to meet the development needs of the area and facilitate sustainable development. Given the Borough's significant housing shortfall, national emphasis on housebuilding, and local affordability issues, the CLNP should identify suitable sites to meet local needs over the plan period.

Response - *There is not a housing shortfall locally –(see Housing Needs Survey) we only need 15 new houses in total over the plan period– any development, as proposed by Bloor Homes, will be car based and will contribute adversely to congestion and health damaging air quality. The proposed development has inadequate access and this will be further restricted by traffic queues on the A41, is in green belt and a neighbourhood plan green gap. The development does not meet the requirement of the Neighbourhood Plan in multiple respects and Welsh Water states there is no capacity for waste water treatment*

3.6 Cheshire West and Chester Council

The Council recognises the significant amount of community consultation and work that has been undertaken in the preparation of the plan. In general the plan has been positively prepared and reflects the NPPF and adopted Local Plan. We do however have a number of comments from officers across the Council which are intended to assist with improving the general conformity with strategic policies.

Response – *thank you – we have reviewed all of the points raised by Cheshire West and Chester Council and we have amended the Consultation and Conditions statement accordingly*

1.Front cover- include the plan period

2.Plan period -the new local Plan period has not yet been set and may not follow the same period as the plan.

3.General comments – The Government has published a consultation proposing updates to the NPPF which is open until 10th March 2026. Policies in the plan should be clearly named and distinguished. Policies in the Neighbourhood Plan should not repeat policies in the Local Plan.

Section 6 Policy H1 Scale of Housing Development – currently no distinction between the 2 villages, Christleton as a Local Service Centre and Littleton which is countryside. The policy sets a cap of 6 units – is this based on village character? The policy refers to brownfield or greenfield sites immediately adjacent to the settlement (for a maximum of 6 new houses, presumably allowing market housing. Sites adjacent to a settlement would be subject to Local plan (Part One) policy SOC2 and would be classed as a rural exception site. It is suggested that the absolute cap within Policy H1 could be replaced with a criteria-based policy referring to character, access and infrastructure. Infill development in the Local Plan is defined as ‘the filling of a small gap up to two dwellings in an otherwise built up frontage in a recognised settlement’. Does this mean that all backland proposals should be refused? Please see Page 13 of the NP that addresses this point in detail. Rural Exception Sites. As above the draft wording introduces a numerical threshold (6 units) without clear evidence or justification

Response –*Parts of Christleton and Littleton character is similar, a housing density methodology has been substituted for a numerical limit and backland proposals should be refused*

Housing design- this section needs a land use policy relating to the design code. It is suggested that the design code is attached as an appendix with a policy in the plan referring to the design code and compliance with it. The officers have some detailed comments on the content of the Design Code and detailed references within it.

Response – *there is no Borough design code at the time of this NP – therefore a complete design code was required in the NP*

Reference is made to the policies referring to the Shropshire Union Canal, the wording of these policies and the need for them to be written as land use policies.

Green Gaps – the new Local Plan is currently in its early stages and it is not yet known what the strategy for the new Local plan will be. As a general comment at this stage the Green Gaps must not undermine Local Plan flexibility or introduce blanket prohibitions that conflict with NPPF’s exceptions for development in the Green Belt.

Local Green Space and Incidental Open Space. These sections require a policy relating to them. Conservation corridors and wildlife reserve. Is it intended that there be a land use policy associated with conservation assets (C1-C4)?

Response – *The Green Gaps and green spaces are selected to protect the character, amenity, wildlife, resident health etc of the Village – a concern of many residents. The NPPF exceptions for development in green belt will need to be tested on a case by case basis.*

Heritage is an issue of key concern in the plan and the emphasis is entirely appropriate. If the authors of the Plan wish to include more information the archaeology Planning advisory service will be able to help.

Response – *policy wording now separated from narrative and amends for each of following made*

Policy CF1 the policy wording should be clearly distinguished from the explanatory text.

Policy LE1 Home working is not a separate use class so it is not clear how this policy would be implemented.

Policy LE2 the policy wording should be clearly distinguished from the text.

Policy CWT 1 it is not clear what ‘close proximity’ would mean.

See reference in the Policy and the associated plan

Policy CWT 2 the policy should be clearly distinguished from the text and it is not clear which ‘corridor’ this refers to. See reference in the Policy and the associated plan

Local Views and Landscape Quality, the policy should be clearly distinguished from the text.

Comments from the Council’s Strategic Transport Officer:

Highway impacts alone do not limit the presumption in favour of development.

Welcome the inclusion of a Design Code which aligns with emerging proposals for a Borough wide Design Code and suggests the following;

- One semi mature tree seems too broad brush and suggests ‘wherever possible at least one semi-mature tree should be planted per dwelling

Response - *We have amended the policy as suggested*

- All developments of over 10 homes must include safe, well-overlooked routes for walking, wheeling and cycling, we would recommend a broader policy along the lines of ‘All new streets should include footways, and developments should enable safe, well overlooked walking, wheeling and cycling connectivity to everyday local destinations.

Response - *included*

- Such re-wording of garages designed etc to read ‘where provided, garages should be designed to reflect...’
- Instead of referring to ‘high levels’ of car ownership we would encourage the inclusion of levels car ownership statistics in the Christleton and Huntington ward of 1.6 cars per household according to the 2021 census.

Response - *included*

- Where Policy GG1 notes highway impacts it would be better aligned to the NPPF to note these issues would arise if development was brought forward without appropriate mitigation.

Response – *requests for mitigation from Highway refused to date – too difficult*

Comments from Active Cheshire – I’ve reviewed the Neighbourhood Plan and am supportive of the approach taken. In particular the Plan appears to embed movement, walking and cycling, access to

green and blue spaces, and inclusive design principles as part of its wider approach to sustainable development. From a high level perspective, this aligns well with national policy and the strategic policies within the development plan, and do not have any substantive comments to raise.

4. Summary of local responses

In total 73 households across the plan area responded on line and 10 submitted paper entries. We have a detailed analysis of their comments on each section of the plan.

In summary 31 strongly agreed, 31 agreed, 6 disagreed, 3 strongly disagreed and 2 had no view. This is extracted from a detailed section by section response for the NP

The top five points mentioned were

- **Preservation of Specific Green Assets (Law College Site):** A high volume of comments requested that the Walled Garden, Orchard, and Playing Fields at the Law College be formally designated as Local Green Space (LGS) to restore public access and prevent further historic loss.
- **Traffic and Highway Safety:** Significant anxiety exists over traffic volume, speed, and the presence of **HGVs** on the A51 and A41. Residents requested "average speed cameras" and better management of "rat-runs" through village centres.
- **Strict Protection of Green Gaps :** Respondents strongly support the "Green Gap" designations to prevent the villages from merging into Chester or Waverton, emphasizing that once these gaps are lost, the village character is gone forever.
- **Support for Small-Scale Housing (Policy H1):** There is widespread approval for the **6-house limit** per site (superseded by 16 house limit and a housing density methodology suggested by CWaC). Residents feel this is the only way to prevent large-scale speculative developments that the local infrastructure (roads, schools, and flooding systems) cannot support.
- **Biodiversity and Wildlife Protection:** Many residents called for enhanced protection for local species (e.g., Great Crested Newts, Bats, Hedgehogs) and the creation of "pollinator highways" or "SUDs" (Sustainable Urban Drainage) to manage flooding and support nature.

5 Local Green Space landowners

We have been able to consult with 10 of the 11 owners of the Local Green Spaces during the preparation of the Neighbourhood Plan – see list in Appendix 2

5.Actions

In response to the comments made by the various consultees we have had two Teams meeting with CWaC 's planners and revisited the wording and separation of the narrative for many of the policies as requested including the Housing Policies. In addition, we have undertaken a density per hectare study of existing developments across the plan area and produced a revised housing policy based upon density per hectare. We would also draw attention to the Housing Needs Survey 2025 and the work undertaken by the Cheshire Wildlife Trust in connection with the preparation of the Neighbourhood Plan.

Christleton and Littleton NP Steering Group

APPENDIX 1 - List of statutory consultees

Environment Agency
Exolum Pipeline System Ltd
Health & Safety Executive
Historic England
Homes England
Jodrell Bank Observatory
Marine Management Organisation
National Gas Transmission
National Grid Electricity Transmission
National Highways
Natural England
Natural Resources Wales
Network Rail
NHS England
NHS Property Services
Office for Nuclear Regulation
Severn Trent Water
Sport England
The Coal Authority
The Mersey Forest
The Mining Remediation Authority
Three
United Utilities
Vodafone and O2
Welsh Water

APPENDIX 2 - Local Green space landowners

LGS1	Law College playing field and orchard	Bridgemere
LGS 2	Cullimore's Field	Could not contact
LGS3	Primary School Playing Field	Christleton Primary School
LGS4	Part of High School playing field	Christleton High School
LGS5	Birch Heath Common	Christleton Parish Council
LGS6	Legion Meadow	Christleton Parish Council
LGS7	King George V recreation area	Christleton Parish Council
LGS8	St James Church Graveyard	Chester Diocese
LGS9	Boughton Health Allotments	Christleton Parish Council
LGS10	The Pit	Christleton Parish Council
LGS11	Capesthorpe Community Orchard	Christleton Parish Council

