
CHESHIRE WEST LOCAL PLAN REVIEW 2025

ISSUES AND OPTIONS (REGULATION 18) CONSULTATION

REPRESENTATION ON BEHALF OF HFS DELAMERE LIMITED

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1 INTRODUCTION

1.1 This representation is submitted on behalf of our client, HFS Delamere Limited, in relation to the current Regulation 18 consultation as the first formal stage in producing a new Local Plan for the borough. A one page, easy to read summary of the issues is provided at Appendix 1.

1.2 The consultation is seeking views on whether the right issues have been identified and which options are the best for addressing them.

1.3 Our client owns land in Delamere as indicated in the image below.



Figure 1: Land at Station Road Delamere

2 SITE CONTEXT

2.1 Our client's land lies off Station Road and amounts to 6.8 hectares and lies just south of Delamere Station.

2.2 The land is currently in mixed commercial use including for the production of various food products and Christmas trees. An existing glasshouse at the southern end of the site is used for cultivation purposes for both the crops as well as garden plants. The crops and plants grown at the site are sold through the applicant's Farm Shops at Little Budworth and Stretton in Warrington.

2.3 Permission also exists on the site for a café and tourist building, although the permission has been commenced, the majority of the work is yet to be finished.

3 SPATIAL STRATEGY OPTIONS

3.1 The Council is consulting on three growth options for where development could be located, that would mean updating Local Plan (Part One) policy STRAT 2.

3.2 Acknowledging that further technical work to assess the suitability and appropriateness of locations and sites will be necessary to determine the most suitable spatial strategy, three initial options for growth have been put forward:

- Option A – Retain the Green Belt
- Option B – Follow current Local Plan level and distribution of development
- Option C – Sustainable transport corridors

3.3 For Delamere, the consultation highlights the location of Delamere Station along with an 800 metre buffer, much of which incorporates Delamere Forest as shown in the image below. A swathe of land emanating south from the station, to the east of Station Road, reference DEL01, has been suggested as a location for future housing. This land sits between the Station and the A556 Chester Road to the south.

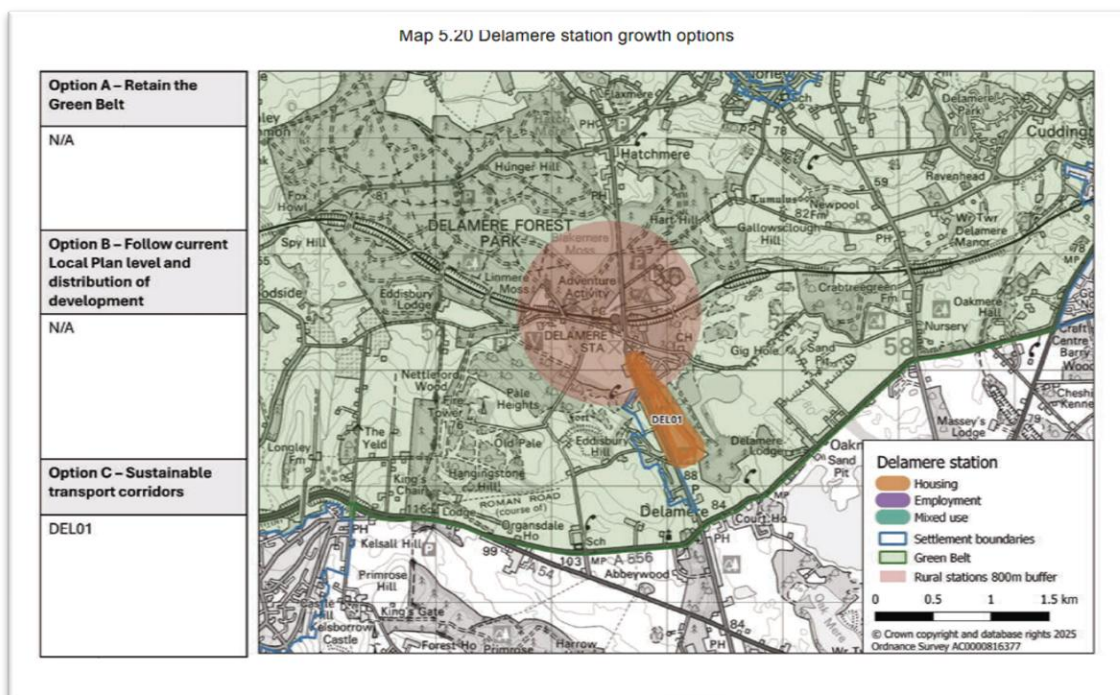


Figure 2: Regulation 18 option for Delamere

3.4 Whilst our client's land is not within the scope of land suggested for future housing, it does immediately abut it as shown in the image below:

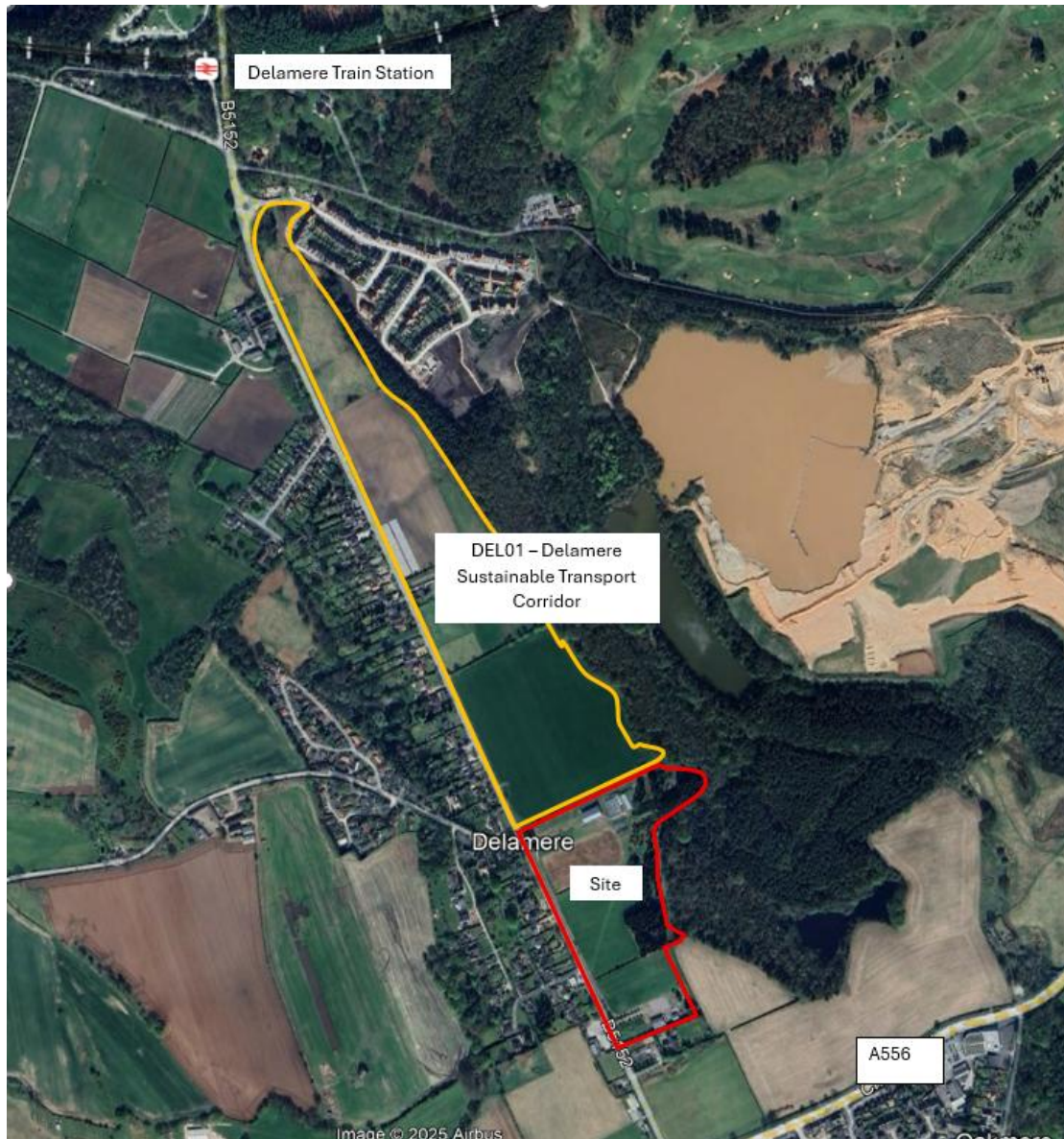


Figure 3: HFS land relative to DEL01 land

3.5 On behalf of our client's we are in support of the Council's Option C, which focuses future housing and employment development along transport corridors, whether in the Green Belt or not. This approach has the clear benefit of reducing the pressure for large-scale expansion in the larger

towns of the borough while promoting sustainable growth in locations with excellent public transport access.

3.6 We consider our client's land to be equally suitable for inclusion in this strategy, as it:

- Lies immediately adjacent to the station. Northern Rail trains run regularly between Chester, Altrincham and Manchester providing direct access to sustainable transport;
- Is a few minutes walk from the A556 bus stops which provides hourly services to Chester and Northwich and large key settlements in between;
- Sits on the route of a dedicated school bus serving Tarporley High School;
- Forms a logical and cohesive extension of the area the Council has already identified as DEL01;
- Forms a logical and cohesive extension of the existing built up settlement of Delamere;
- Presents no additional environmental, landscape, or technical constraints than those that would be present with DEL01;
- Supports the delivery of housing in line with national policy and the Council's spatial strategy;
- Is available and deliverable.

4 CONCLUSION

4.1 The Council is consulting on three growth options for updating Local Plan policy STRAT 2:

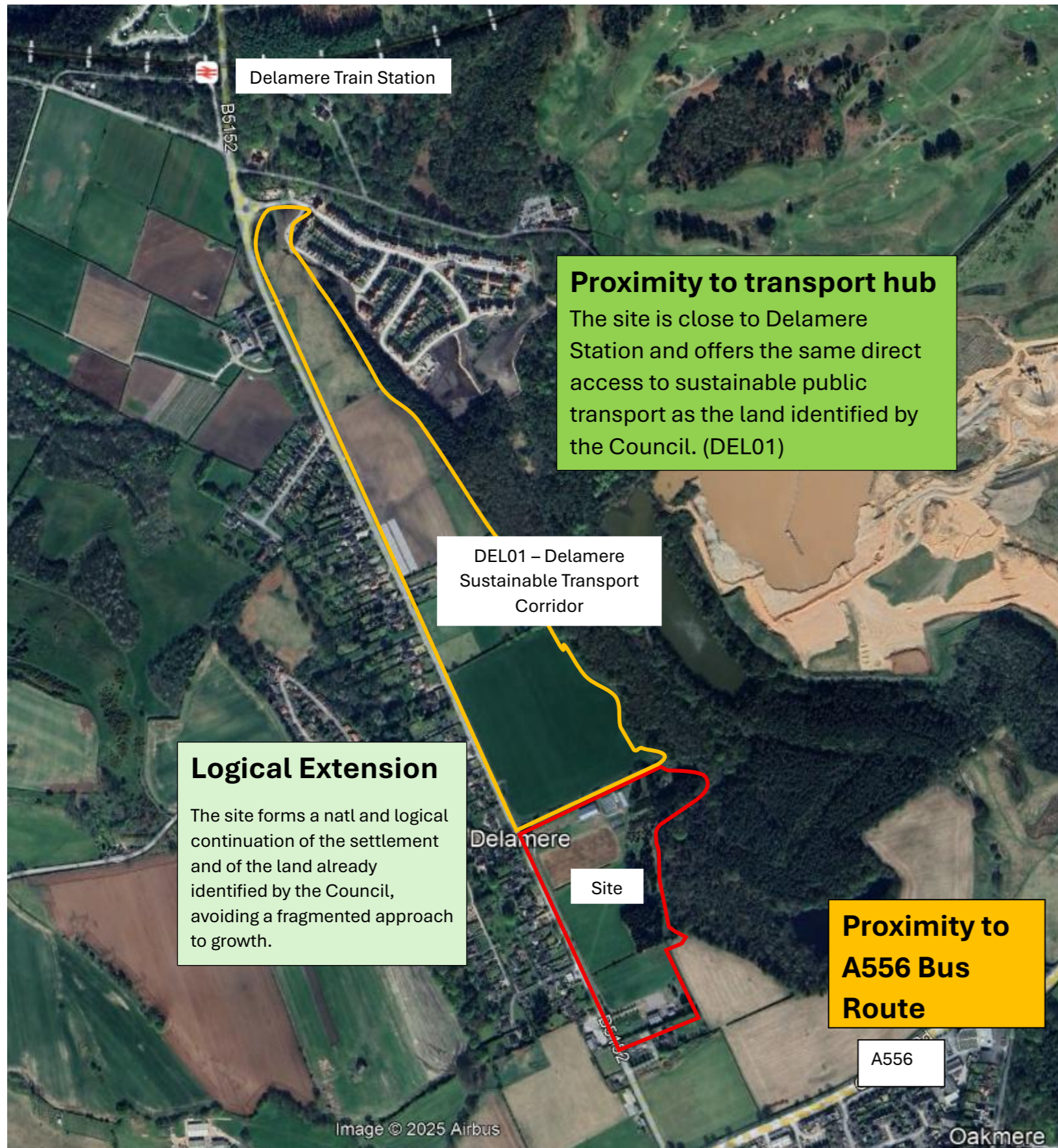
- (i) Option A: Retain the Green Belt
- (ii) Option B: Follow current Local Plan distribution of development
- (iii) Option C: Focus development along sustainable transport corridors

4.2 For Delamere, the consultation identifies land south of Delamere Station (DEL01) as a potential housing location. Our client's land lies immediately adjacent to DEL01.

4.3 We support Option C, which encourages development along transport corridors and reduces pressure on larger towns. Our client's land is equally suitable as it:

- Directly adjoins Delamere Station and key transport services (train, bus, school bus) Forms a logical extension of DEL01 and the existing settlement
- Has no greater environmental, landscape, or technical constraints
- Is available, deliverable, and aligns with national policy and the Council's spatial strategy

Appendix 1 – Summary of the issues



Proximity to transport hub
 The site is close to Delamere Station and offers the same direct access to sustainable public transport as the land identified by the Council. (DEL01)

Logical Extension
 The site forms a natl and logical continuation of the settlement and of the land already identified by the Council, avoiding a fragmented approach to growth.

Proximity to A556 Bus Route

- **Comparable sustainability** – The land is equally well-located in terms of walking/cycling access to the station and local services, ensuring development here would achieve the same low-carbon travel benefits.
- **Capacity and flexibility** – Inclusion of this site would increase the deliverability and flexibility of housing land supply in this location, particularly if constraints emerge on the Council’s preferred parcels.
- **No greater constraints** – The site is not subject to any additional environmental, landscape, or technical constraints compared to the land already suggested by the Council.
- **Positive contribution to local strategy** – Development here would support the Council’s aim of focusing growth around transport hubs, reinforcing the plan’s spatial strategy and sustainable settlement pattern.