TECHNICAL FILE NOTE 2					
Project	Land at Greenlands, Tattenhall **(LPA REF 25/01764/OUT)**			Project No	1952
Contact		Originator	SJH	Date	22.01.26

1.0 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by **Gladman Developments Ltd** (GDL) to provide transport advice for proposed residential development on land off Tattenhall Road, Tattenhall, (henceforth referred to as the Site).

1.2 AHA prepared the following documents to accompany the planning application (ref 25/01764/OUT):

(i) Transport Assessment (ref 1952/2/B), and
(ii) Travel Plan (ref 1952/3/B).

2.0 Highway Authority Consultation Response

2.1 Cheshire West and Chester (CWAC) are the highway authority responsible for the roads and junctions in the vicinity of the application Site. They provided a consultation response, dated 7 January 2026, which sets out:

"***Safe provision for access (inc. visibility splays, access to adopted highway, construction access, any mitigation required)***

The site access proposals as shown on drawing 1951/01 Rev A are not acceptable, an explanation is required for the single footway access on only one side of the road. The tracking on drawing 1952/SP/01 Rev A shows a significant over run onto the opposing carriageway lane. The junction layout should be altered to allow for vehicles to enter and exit the site without such significant encroachment on both the entry and the exit."

3.0 Footway Provision

3.1 In response to the CWAC comments, AHA has prepared **Drg No 1952/01 Rev B**. This now includes a footway on the north side of the Site access. AHA are of the view that the vast majority of walking movements will be to/from the south where all of the local amenities in Tattenhall are located. In this respect, it is more likely that residents will elect to use the footway on the south side of the access as this forms the natural desire line. Notwithstanding this, a footway is now included on the north side of the access to overcome the CWAC concerns.

3.2 The applicant seeks confirms that the revised Site access footway provision is agreed.

4.0 Swept Path Analysis

4.1 In response to the CWAC comments, the site access geometry has been revised. This includes a widening of the access road and increased corner radii. Swept path analysis for a refuse vehicle of the revised arrangements is shown **Drg No 1952/SP/01/A**.

4.2 The applicant seeks confirms that the revised Site access geometry is agreed.

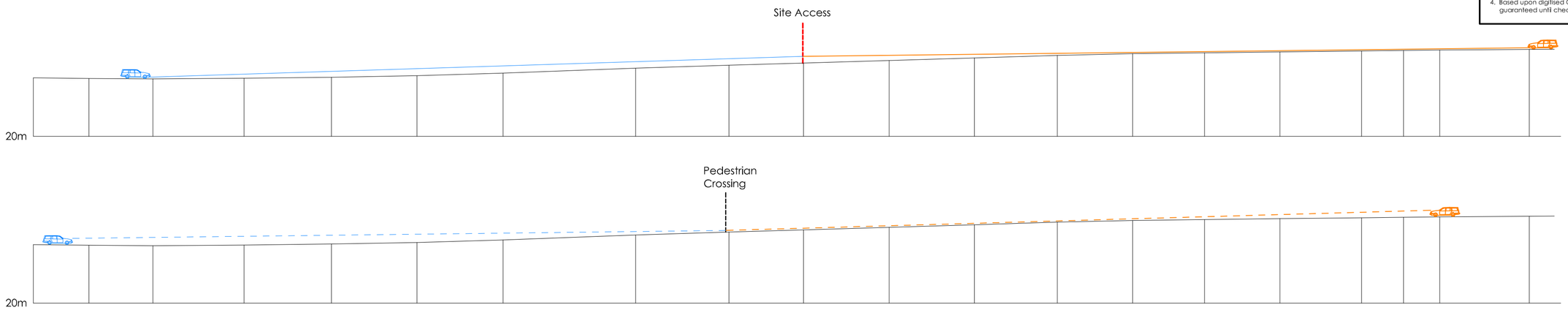
0m 5m 10m 15m 20m 30m 40m 50m

VERTICAL ALIGNMENT

Driver's eye height: 1.05m
Object height: 0.26m

Notes:

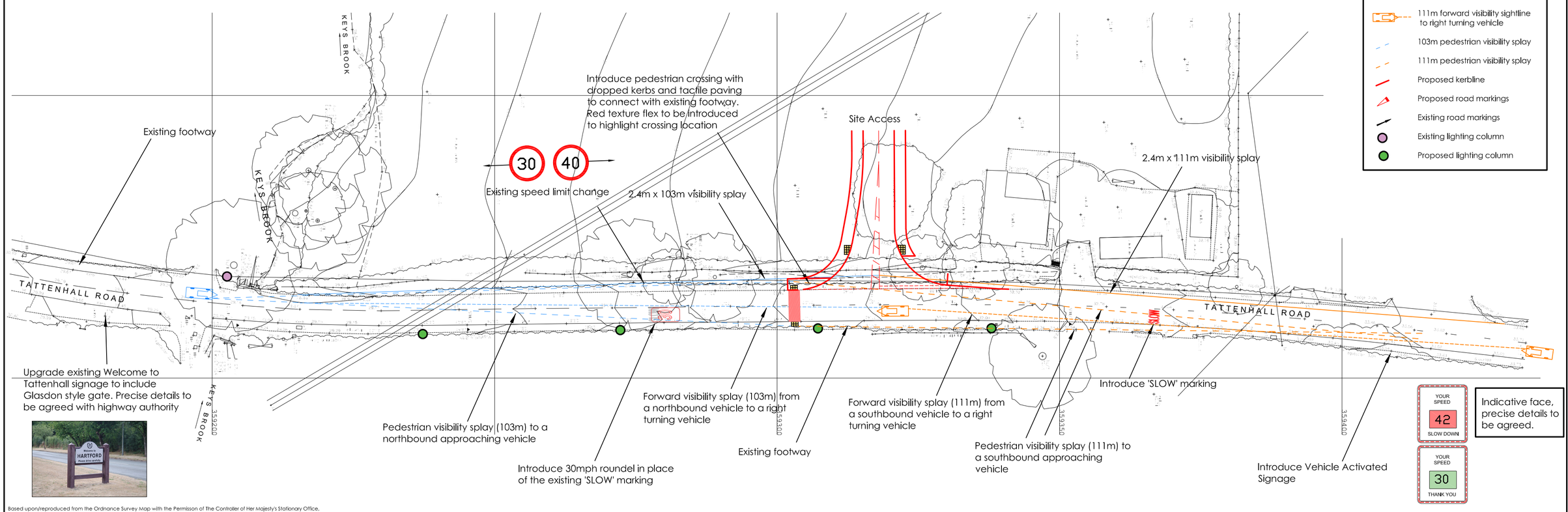
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Key:

- 2.4m x 103m visibility splay
- 2.4m x 111m visibility splay
- 103m forward visibility sightline to right turning vehicle
- 111m forward visibility sightline to right turning vehicle
- 103m pedestrian visibility splay
- 111m pedestrian visibility splay
- Proposed kerbline
- Proposed road markings
- Existing road markings
- Existing lighting column
- Proposed lighting column



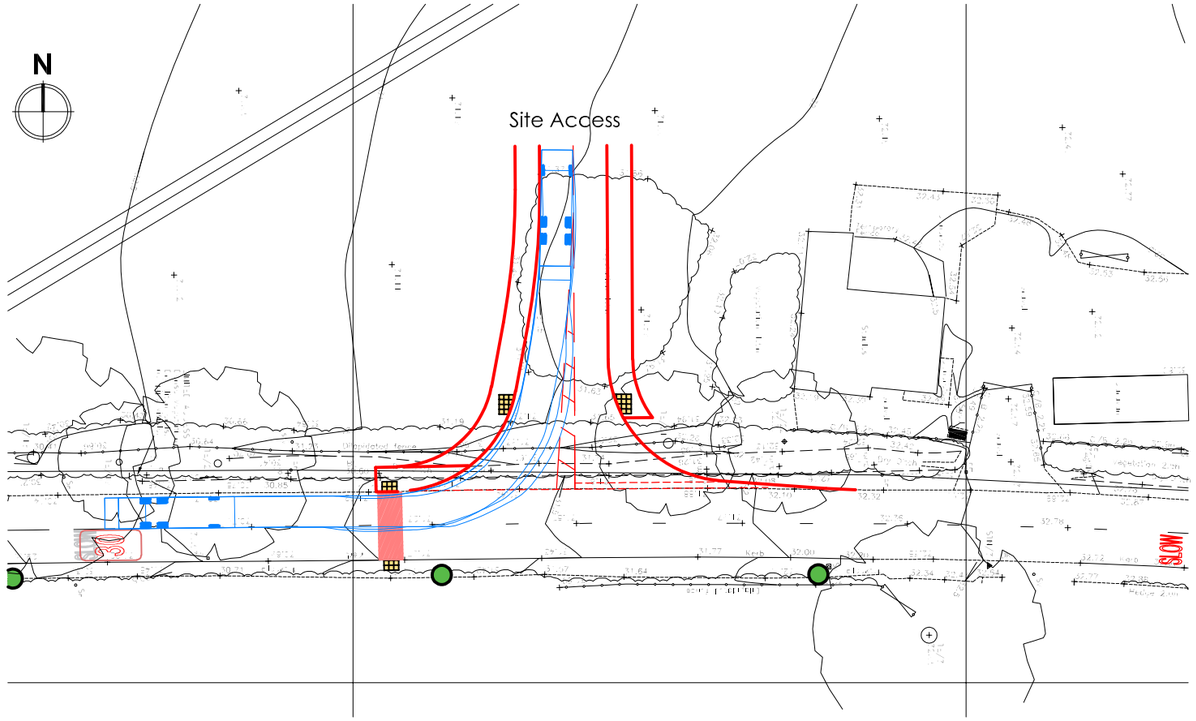
Indicative face, precise details to be agreed.

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Project: LAND OFF TATTENHALL ROAD, TATTENHALL	Title: PROPOSED SITE ACCESS ARRANGEMENTS	Drg No: 1952/01	Rev: B
Client: GLADMAN DEVELOPMENTS LTD		Date: JANUARY 2026	Scale: 1:500@A2

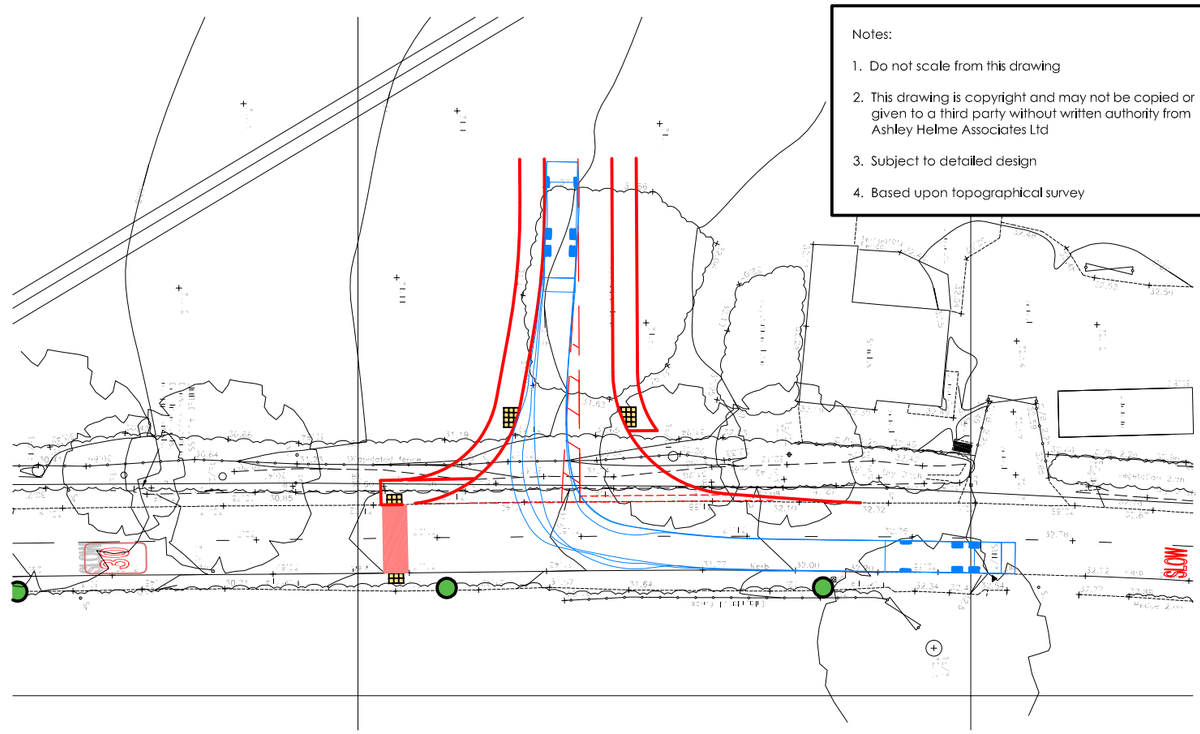
ASHLEY HELME ASSOCIATES

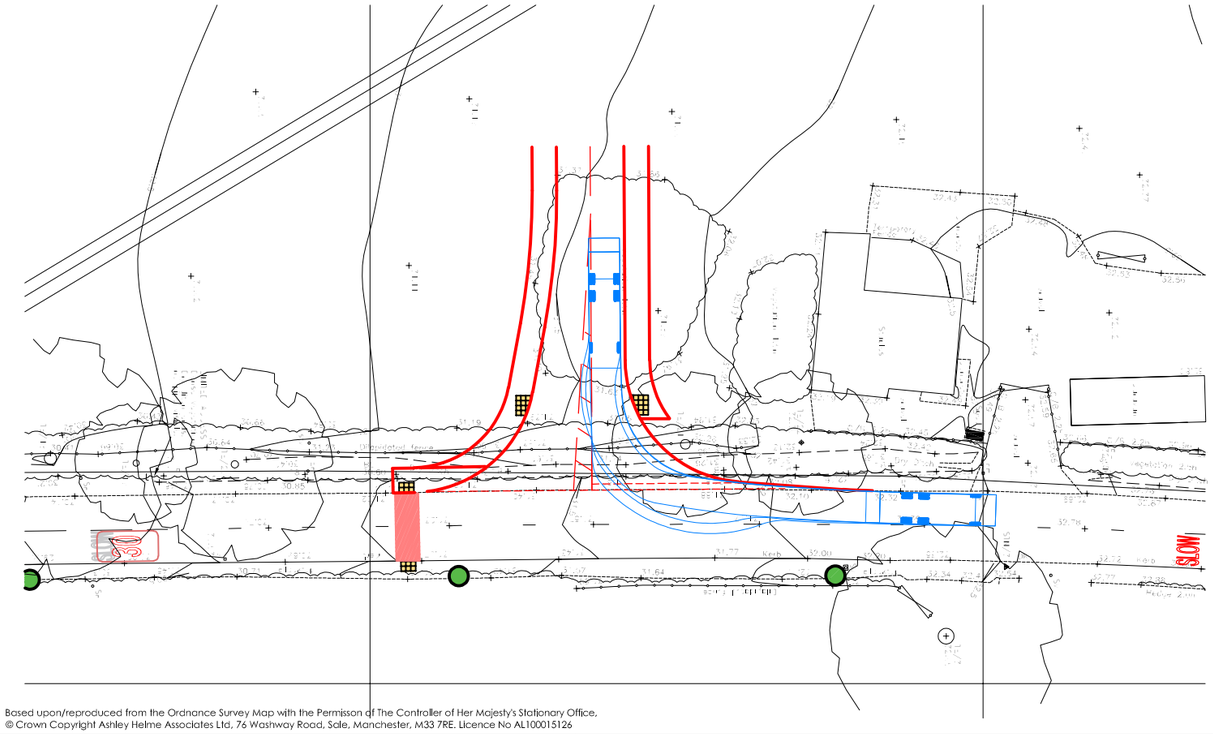
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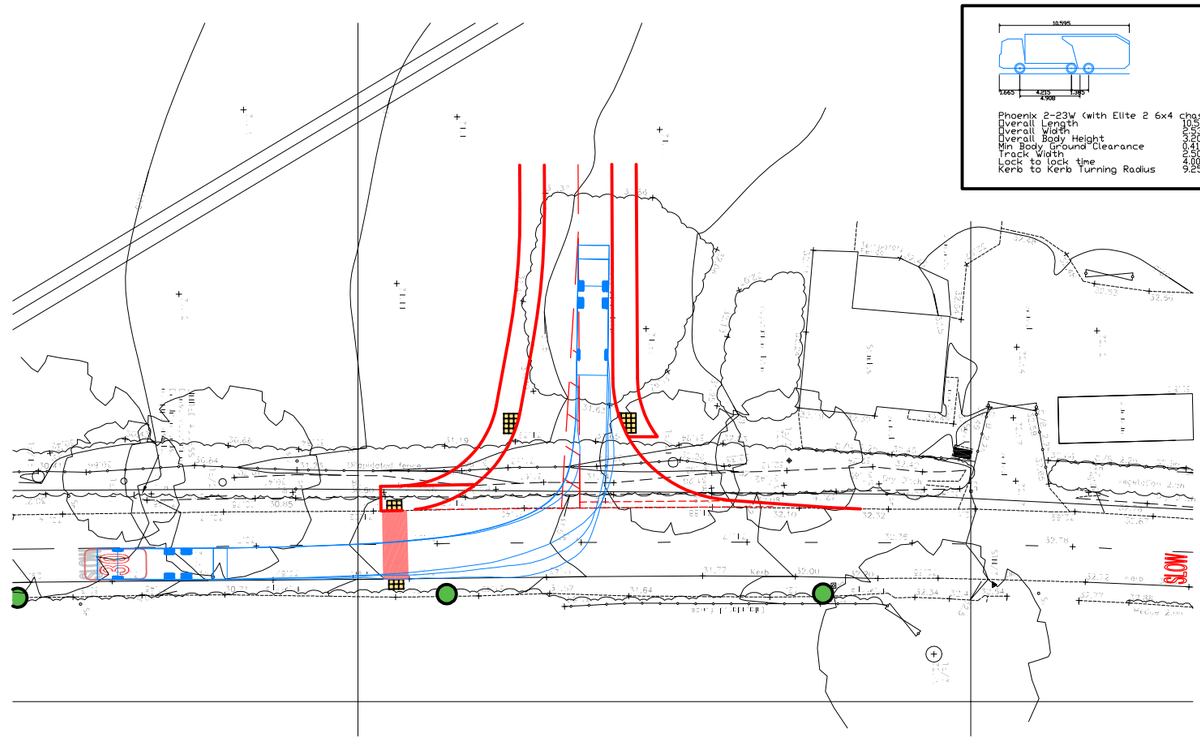


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Phoenix 2-23W (with Elite 2 6x4 chassis)	
Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.220m
Min Body Ground Clearance	0.410m
Track Width	2.300m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

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Project	TATTENHALL ROAD, TATTENHALL	Drawing No	1952/SP/01
Client	GLADMAN DEVELOPMENTS LTD	Rev	A
Title	SWEPT PATH ANALYSIS: REFUSE VEHICLE	Date	JANUARY 2026
		Scale	1:500@A3

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