Highway Comments (24/02/2026)

Planning Application No	**25/01764/OUT**
Site Location	Land At Greenlands Tattenhall Chester

Planning Application	**Outline**
	If REM, is access a matter to be considered (Yes/No)
Has a Transport Assessment/Statement been submitted/reviewed?	**Yes**
Has a Travel Plan been submitted/reviewed?	**No (provide info in notes below)**

Comments

The NPPF states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

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

The site access arrangements as shown on drawing 1952/01 Rev B are acceptable in principle however, further information is required to show suitable pedestrian connectivity can be provided as there is not footpath currently proposed along the frontage of the site. It is expected that a footpath/cycleway will be proposed internally which will run parallel with Tattenhall road and will connect up with the existing footway infrastructure on this side of the road.

There is currently a planning application in for a new development on Chester Road Ref: 25/02070/FUL. Any reserved matters application should contain proposals for a connection to this site in the south western corner.

2. **Off-site impacts on existing network (inc. highway safety, residual cumulative impacts on the road network including capacity and congestion, construction impacts, any mitigation required)**

Tattenhall's high street is a traffic sensitive area with issues ranging from parking, lacking pedestrian crossings facilities and traffic build up. Although it is predicted that the development will only produce an additional 10 two way trips towards the high street this will have an impact on traffic flows. In the interest of mitigating against the impact of this development and others proposed within the area we are keen to introduce improvements to encourage trips by foot and improve the flow of traffic. We are therefore requesting funding under a S106 agreement from each local development to fund improvements to active travel and highway improvements.

3. **Safe movement within the site (inc. servicing for emergency services and service providers)**

N/A to be dealt with a reserved matters however we would like to take this opportunity to encourage the applicant to produce an internal layout that is centred around pedestrian and cycle movements with good permeability an connectivity with the surrounding area.

4. **Parking provision** **(inc. cars and other vehicles as necessary including cycles)**

Point 2.6.5.1 of the supporting TA refers to the CWaC Parking Standards SPD. Any reserved matters application should include site parking inline with this standard.

Summary
We have no objections in principle subject to the fulfilment of the following S106 agreement and conditions being included on this application.

Internal Highway, Footway, Paths and Cycle Paths
Prior to the construction of the internal roads, footways, footpaths and cycle paths, details shall be submitted to and approved in writing by the Local Planning Authority. The details shall include the following:

- Vertical/horizontal alignment, positioning and the geometric characteristics of the internal road network.
- footpath and cycle path positioning, widths and surfacing materials.
- Confirmation of internal dropped crossing facilities.
- Evidence to show that no flood waters will be stored on the carriageway and that no flood waters will leave the site onto the adopted highway network.

No dwelling shall be occupied until that part of the highway/footway network which provides access to it has been constructed in accordance with the approved details up to binder-course level. The surface course shall then be completed within a timescale which has to be approved in writing by the Local Planning Authority prior to first occupation of the development. If no timeframe is agreed, the surface course shall also be completed prior to first occupation.

Reason: In the interests of highway safety and to maintain the safe and effective flow of traffic.

Parking provision
Proposals for onsite parking facilities must be submitted to and approved in writing by the Local Planning Authority. Any proposals approved shall be provided within the site prior to first use of any part of the development (or such alternative phasing as may be approved in writing by the local planning authority).

Reason: To ensure that an adequate level of parking is provided and retained for the development, having regard to the transport and highway safety in the vicinity of the site.

CEMP
Prior to the commencement of any works on site a Construction Environmental Management Plan must be submitted to and be approved in writing by the Local Planning Authority. The CEMP must include information in relation to the construction phasing, temporary traffic management (vehicular and pedestrian), construction staff parking arrangements, construction vehicle internal movements showing that all vehicles visiting the site are able to enter turn around and leave the site in a forward gear, delivery procedures and timings, tyre wash facilities and materials storage.

Reason: In the interests of highway safety during the construction period.

Contribution

A contribution of £20,000 shall be made via a Section 106 agreement to enable the improvement of pedestrian facilities on The High Street and its adjoining roads. These monies are to be paid on approval of this planning application and will be spent by the highway department, if so deemed to be required for traffic flow or safety reasons.

Reason: In the interests of highway safety and to maintain the safe and effective flow of traffic.

Recommendation

Objection until such time as the above points have been suitably addressed.