PINS Ref: 6013490
Appeal by Gladman Developments Ltd

Land West of Tattenhall Road, Tattenhall

Proof of Evidence of Simon John Helme Ashley Helme Associates Ltd

October 2026

Report Reference 1952/4/A

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Land West of Tattenhall Road, Tattenhall

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1 Introduction

1.1 My name is Simon John Helme. I hold a Bachelor of Engineering Honours Degree in Civil Engineering and a Master of Science Degree in Transportation Engineering and Planning, and I am a Member of the Chartered Institution of Highways and Transportation.

1.2 I am a Director of Ashley Helme Associates Ltd (AHA). I am responsible for the preparation and submission of highways and transportation information to accompany planning applications. I have extensive experience of the analysis of traffic behaviour and performance of highway networks, with emphasis placed on providing appropriately for the needs of all road users, issues of capacity and highway safety and transport sustainability.

1.3 I have over 30 years of experience covering a broad range of highways and transportation issues. I have provided advice to a wide range of clients including institutional funds, house builders, commercial property developers and private land owners. I have acted as an expert witness at planning inquiries and hearings on numerous occasions.

1.4 Appeal Proposal

1.4.1 I am appointed by Gladman Developments Ltd for the Appeal against the non-determination of the application by the planning authority Cheshire West & Chester (CWaC) for the residential development proposed in the planning application ref **25/01764/OUTM**. My involvement with the Appeal proposal commenced pre-application.

1.4.2 The appellant submitted a planning application to CWaC for:

"Outline planning application for the erection of up to 110 residential dwellings (including affordable housing), introduction of structural planting and landscaping, public open space, sustainable urban drainage system and associated works (all matters reserved except for access)."

1.5 Involvement

1.5.1 I prepared the following documents to accompany the planning application:

(i) Transport Assessment: ref 1952/2/B (CD 1.16); and
(ii) Framework Travel Plan: ref 1952/3/B (CD 1.17).

1.5.2 Cheshire West & Chester (CWaC) is the highway authority responsible for all of the roads and junctions in Tattenhall.

1.6 Putative Reasons for Refusal

1.6.1 The CWaC Statement of Case (SoC) sets out two putative reasons for refusal had the application been determined. These are:

> *"**1. The failure to provide adequate information in respect of the ecological value of the site and proposed mitigation to be secured by the proposals together with a full and competent assessment in respect of measures in respect of biodiversity net gain. As such, the proposal is contrary to Policy N2 of the National Planning Policy Framework, the requirements of Schedule 7A of the Town and Country Planning Act 1990 (as amended) where applicable, and Policies ENV4 of the Cheshire West and Chester Local Plan (Part One) and DM44 of the Cheshire West and Chester Local Plan (Part Two).***"
>
> ***2. In the absence of a secured planning obligation under section 106 of the 1990 Act to provide for appropriate contributions, and affordable housing (without adequate justification for its absence), there would be an unacceptable impact on local infrastructure and under provision of affordable homes. The application would be contrary to policy STRAT11 and SOC1 of the Cheshire West and Chester Local Plan (Part One) and the NPPF.***"

1.6.2 Neither of the putative reasons for refusal relate to highways or transport. Indeed, CWaC clarify in paragraph 1.7 of their SoC that:

> *"To clarify, as detailed within Appendix A, the Council **raises no objection** to the proposed development on **highways grounds (including access)** and does not contend that the identified harm to character and appearance is such that it warrants consideration as a matter in dispute within this appeal."* (my emphasis).

1.6.3 Appendix A of the CWaC SoC is the Council's Officer Report which would have formed the basis of the Council's assessment had the application been determined. In para 5.3, the Officer Report confirms that the Highways Officer has:

> "***No objection** subject to conditions and a financial contribution towards local pedestrian and highways improvements."* (my emphasis).

1.7 Transport Vision and Sustainability

1.7.1 The proposed development transport strategy acknowledges the vision-led approach advocated in the National Planning Policy Framework (NPPF). The Transport Assessment (ref 1952/2/B (CD 1.16) includes a review of local walking and cycling opportunities as well as a comprehensive review of bus options. The appellant has agreed to a financial contribution of £20,000, secured through a Section 106 agreement, to enable the improvement of pedestrian

facilities on The High Street and its adjoining roads. The money is to be paid on approval of the planning application and will be spent by the highway department, if so deemed to be required for traffic flow or safety reasons.

1.7.2 The Transport Assessment fully assesses the transport sustainability of the Site location. The report concludes that there are a range of local amenities within Tattenhall that are accessible on foot or by cycle. There are also a good range of bus options that offer travel to destination further afield, allowing employment, retail and health trips to be completed without recourse to using of the private car. The Transport Assessment concludes that the Site is sustainable, from a transport perspective, and this has been accepted by CWaC.

1.8 Scope of Report

1.8.1 Since the submission of the application, an updated version of the National Planning Policy Framework (August 2026) has been published. I set out the new NPPF transport policies in Chapter 2 of my evidence to provide the appropriate background policy context.

1.8.2 In Chapter 3, I set out the proposed Site access arrangements. In this chapter, I describe the data that I have collected and the understanding I have formed of the current operating conditions along Tattenhall Road. I also set out the design stages that have been followed to arrive at the proposed Site access arrangements, which has ultimately resulted in full agreement with CWaC highways officers.

1.8.3 The transport sustainability of the Appeal development is a key issue. The opportunities for walking, cycling and travelling by bus are is summarised in Chapter 4. I also include an assessment of connectivity using the DfT Connectivity Tool, which is referenced in Policy TR3 of the latest NPPF.

1.8.4 In Chapter 5, I set out the processes that have been completed to estimate and distribute Appeal generated traffic. This allows me to form a judgement on the ability of the local highway network to accommodate the additional traffic movements generated by the Appeal development.

1.8.5 There have been third party objections to the development proposal. I consider the main themes of objection in Chapter 6 of my Evidence.

1.8.6 My conclusions are presented in Chapter 7.

1.9 Endorsement

1.9.1 The evidence which I have prepared and provide for this Appeal reference 6013490 (in this proof of evidence) is true and has been prepared and is given in accordance with the guidance of

my professional institution and I confirm that the opinions expressed are my true and professional opinions.

2 Policy Context

2.1 I consider the following policy documents relevant to the Appeal Site:

(i) National Planning Policy Framework (NPPF), August 2026,
(ii) Cheshire West and Chester Local Plan (2015-2030),
(iii) Cheshire West and Chester Local Transport Plan 4 (2011-2026).

2.2 These are the policy documents against which the highways and transport aspects of the Appeal development are judged.

2.3 National Planning Policy Framework

2.3.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied. The latest version of NPPF was released in August 2026.

2.3.2 NPPF comprises thematic chapters. Chapter 15 'Promoting Sustainable Transport' sets out both the transport related plan-making policies and national decision-making policies. The relevant decision-making policies are:

(i) TR3: Locating Development in Sustainable Locations;
(ii) TR4: Street Design, Access and Parking;
(iii) TR6: Accessing Transport Impacts; and
(iv) TR8: Public Rights of Way.

2.3.3 TR3: Locating Development in Sustainable Locations

2.3.3.1 **Policy TR3** is a national decision-making policy and sets out the government's position with respect to the location of development. It seeks to guide development to locations where travel can be minimised, particularly by the private car, and where there is a genuine choice of alternative travel modes. Policy TR3 states:

"*1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:*

a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned

improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

b. *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;*

c. *Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;*

d. *The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and*

e. *In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.*

2. *The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development."*

2.3.3.2 **Part 1a** of Policy TR3 encourages development proposals that are located where there are opportunities to limit travel, particularly by the private car. I consider sustainable travel in Chapter 4 of my Evidence and conclude that:

(i) There are a range of local amenities in Tattenhall that will meet many of the resident's everyday needs.

(ii) Most amenities are located within a 15-minute walk of the Appeal Site.

(iii) There is good walk and cycle infrastructure between the Appeal Site and nearby amenities,

(iv) The No 41 bus service operates in Tattenhall, which offers frequent travel to Chester and Whitchurch with service times that coincide with typical workplace start and finish times in Chester and Whitchurch.

I am satisfied that the location of the Appeal scheme within Tattenhall does provide residents with genuine travel choice any many trip types can be completed without the need to use a private car.

2.3.3.3 **Part 1b** of Policy TR3 refers to development density. A Development Framework Masterplan was submitted with the planning application. This indicates that the Appeal Site is suitable to accommodate residential development with a density of 35 dwellings per hectare resulting in the proposal for 110 dwellings. I am satisfied that local transport infrastructure can accommodate the travel demands generated by this level of development.

2.3.3.4 I am satisfied that the Appeal development meets **Part 1c** of Policy TR3. The TA report (1952/2/B, CD 1.16) that accompanied the planning application demonstrates that traffic generated by the Appeal development will not materially affect the operation of the local junctions in Tattenhall. Chapter 3 of my Evidence shows that an access can be provided on Tattenhall Road that meets operational, geometric and visibility requirements. Consequently, I am satisfied that the proposed Site access junction can operate efficiently and safely.

2.3.3.5 **Part 1d** of TR3 refers to environmental impacts. An Air Quality Assessment was prepared by Wardell-Armstrong and a Noise Impact Assessment was prepared by Noise Consultants Ltd. These reports were submitted as part of the planning application.

2.3.3.6 In Chapter 4 of my Evidence, I set out the improvements along Tattenhall Road that will be delivered by the Appeal development. This includes the introduction of traffic calming measures and additional street lighting in the vicinity of the Appeal Site that will help to create a better environment for walking and cycling. I am satisfied that opportunities to improve walking and cycling have been taken up in accordance with **Part 1e** of Policy TR3.

2.3.3.7 **Part 2** of TR3 advocates the use of the DfT Connectivity Tool when assessing the connectivity of the locations proposed for the development. This tool was not available at the time of preparation of the TA report but I have undertaken this assessment in Chapter 4 of my Evidence.

2.3.3.8 Overall, I am satisfied that the Appeal development fully accords with NPPF Policy TR3.

2.3.4 TR4: Street Design, Access and Parking

2.3.4.1 **Policy TR4** is a national decision-making policy which requires designers to place transport at the heart of development master planning. Policy TR4 states:

> "*1. To contribute to creating well-designed places, transport considerations should be integral to the design of development, proposals for which should:*

a. *Give priority first to walking, wheeling and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating easy access to high quality public transport, with layouts and densities which maximise the catchments for bus or other public transport services;*

b. *Incorporate or contribute towards appropriate features to support this prioritisation, such as permeable street networks, continuous footways and segregated cycle facilities which are adequately lit, sufficient secure and accessible cycle parking, regularly spaced public seating and good quality waiting facilities for public transport;*

c. *Ensure that the arrangement of streets and other routes help to create places that are safe, inclusive and attractive for all users (particularly for women and girls, for other groups who may be vulnerable to crime or the fear of crime, and for those with limited mobility). This includes reflecting relevant aspects of policy DP3(2), as well as employing measures to:*

   i. *Minimise the scope for conflict between pedestrians, cyclists and vehicles;*

   ii. *Meet the needs of disabled people, older people and children in relation to all modes of transport, and*

   iii. *Avoid unnecessary street clutter.*

d. *Allow for the efficient delivery of goods, and ease of access by service and emergency vehicles, in ways which do not compromise key place-making principles (set out in policy DP3(2)); and*

e. *Provide a suitable number of parking spaces for a range of transport modes where appropriate, reflecting the location and nature of the development (including its connectivity), any locally-set standards in the development plan, and including adequate provision of spaces and infrastructure that allow for the charging of electric vehicles in safe, accessible and convenient locations. A flexible approach to applying parking standards should be taken where the reconfiguration of retail or other sites which attract large numbers of customers would make better use of previously developed land, and there is evidence that a certain number of spaces needs to be retained to meet specific operational and commercial requirements.*

2. *The principles set out in national design guidance should be used to inform how this policy is applied."*

2.3.4.2 I consider that parts **1b**, **1c**, and **1e** of Policy TR4 are detailed matters of scheme design and will be addressed as part of a Reserved Matters application (RMA).

2.3.4.3 In Chapter 4 of my Evidence, I set out the improvements along Tattenhall Road that will be delivered by the Appeal development. This includes the introduction of traffic calming measures and additional street lighting in the vicinity of the Appeal Site that will help to create a better environment for walking and cycling. I consider that this complies with **Part 1a** of Policy TR4.

2.3.4.4 **Part 1d** of Policy TR4 relates to the efficient delivery of goods. I have undertaken swept path analysis of the proposed Site access arrangements and this confirms that a range of large 'test' vehicles can complete movements into and out of the Appeal Site. Further swept path analysis will need to be undertaken of the internal road network but this will be completed at RMA stage. Therefore, I am satisfied, in so far as I am able to, that the Appeal development proposals meet Part 1d of TR4.

2.3.5 TR6: Assessing Transport Impacts

2.3.5.1 **Policy TR6** is a national decision-making policy which advises on the transport reports that should accompany a planning application and how identified impacts should be assessed. Policy TR6 states:

> "*1. Development proposals that are likely to generate significant amounts of movement should be supported by:*
>
> *a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and*
>
> *b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.*
>
> *2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).*
>
> *3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant (including TR3, TR4 and DP3(2)(d)).*

4. *Development proposals should be refused if they would have **a severe adverse impact on the transport network** (in terms of capacity and congestion, including cumulative impacts), or **an unacceptable impact on highway safety**; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion."* (AHA emphasis).

2.3.5.2 A Transport Assessment (ref 1952/2/B, CD 1.16) and Travel Plan (1952/3/B, CD 1.17) accompanied the planning application. Consequently, **Parts 1a and 1b** of Policy TR6 are met.

2.3.5.3 The planning application is supported by a Framework Travel Pla. The TP target is set as: maximum 0700-1900 2-way vehicle trip rate of 4.515 vehicles/hour/dwelling. The objective is for the TP target to be achieved within 5 years from first occupation. This represents a 10% reduction compared to 'business as usual'. A final TP will need to be prepared and agreed with the highway authority. This will set out fallback options if initial sustainable travel options do not deliver the expected outcomes. Therefore, I am satisfied, in so far as I am able to, that the Appeal development proposals meet **Part 2** of TR6.

2.3.5.4 The TA report sets out the Appeal development generated estimates for walking, cycling and public transport trips, together with estimates for vehicle trips. An assessment of traffic impact has been undertaken for a future year horizon and for the AM and PM peak hours, which is when the combination is greatest of traffic generated by the Appeal development and existing highway traffic. Therefore, I am satisfied that **Part 3** of TR6 has been met.

2.3.5.5 The TA report demonstrates that the Appeal development does not have any severe adverse impacts on the local highway network or an unacceptable impact on highway safety. This position is accepted by the highway authority. Consequently, the negative impact tests set out in **Part 4** of Policy TR6 are not triggered and I am satisfied there are no transport/highways reasons to refuse the development proposal.

2.3.6 TR8: Public Rights of Way

2.3.6.1 **Policy TR8** is a national decision-making policy which advises on public rights of way. Policy TR8 states:

1. *Development proposals should:*

   a. *Protect and enhance the network of public rights of way, including through suitable diversions agreed with the highway authority; and*

   b. *Take opportunities to extend, link or improve the quality of existing routes where this enables one or more of the following:*

i. *Improved access to green spaces and the countryside;*
ii. *New direct and circular routes and connections between local and long-distance footpaths, bridleways and cycle routes;*

iii. *The provision of accessible, safe and convenient links to services and facilities; and*

iv. *Improved connections with public transport stops and interchanges."*

2.3.6.2 Figure 5.2 in the TA report (1952/2/B, CD 1.16) presents the public rights of way (PROW) in the vicinity of the Appeal Site. This confirms that there are no PROWs passing through the Appeal Site. Consequently, I consider that Policy TR8 is not applicable to the Appeal development.

2.4 Cheshire West and Chester Local Plan (2015-2030)

2.4.1 The CWaC Local Plan was adopted on 29 January 2015 and forms the statutory development plan for the borough. The purpose of the Plan is to provide the overall vision, strategic objectives, spatial strategy and strategic planning policies for the borough to 2030.

2.4.2 In line with Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended), a review of the CWaC Local Plan was carried out and reported on the 20 January 2020. The inspector appointed to the review concluded that Plan did not need updating. Consequently, the 2015 Local Plan remains valid.

2.4.3 Sustainable Development

2.4.3.1 The Council's position on sustainable development is set out in **STRAT 1**. This states:

"*The Local Plan seeks to enable development that improves and meets the economic, social and environmental objectives of the borough in line with the presumption in favour of sustainable development. Proposals that are in accordance with relevant policies in the Plan and support the following sustainable development principles will be approved without delay, unless material considerations indicate otherwise:*

- *Mitigate and adapt to the effects of climate change, ensuring development makes the best use of opportunities for renewable energy use and generation.*
- *Provide for mixed-use developments which seek to provide access to homes, employment, retail, leisure, sport and other facilities, promoting healthy and inclusive communities whilst reducing the need to travel.*
- ***Locate new housing, with good accessibility to existing or proposed local shops, community facilities and primary schools and with good connections to public transport***

- *Protect, enhance and improve the natural and historic environment whilst enhancing and restoring degraded and despoiled land, seeking opportunities for habitat creation.*
- *Encourage the use and redevelopment of previously developed land and buildings in sustainable locations that are not of high environmental value.*
- *Minimise the loss of greenfield land and high grade agricultural land.*
- *Support regeneration in the most deprived areas of the borough and ensure those reliant on non-car modes of transport can access jobs and services.*
- *Ensure the prudent use of our natural finite resources whilst promoting the re-use, recovery and recycling of materials.* (AHA emphasis).

The Council will always work proactively with applicants where proposals are not in accordance with the Plan to find solutions which mean that proposals can be made sustainable and approved wherever possible. However, proposals that fundamentally conflict with the above principles or policies within the Local Plan will be refused.

Where there are no Local Plan policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission unless material considerations indicate otherwise, taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the National Planning Policy Framework, or specific policies in the Framework indicate that development should be refused."

2.4.3.2 **Bullet 3** of Policy STRAT 1 encourages development proposals that offer good accessibility to local amenities such as shops, community facilities, schools and public transport services. I consider sustainable travel in Chapter 4 of my Evidence and conclude that:

(i) There are a range of local amenities in Tattenhall that will meet many of the resident's everyday needs.
(ii) Most amenities are located within a 15-minute walk of the Appeal Site.
(iii) There is good walk and cycle infrastructure between the Appeal Site and nearby amenities,
(iv) The No 41 bus service operates in Tattenhall, which offers frequent travel to Chester and Whitchurch with service times that coincide with typical workplace start and finish times in Chester and Whitchurch.

2.4.3.3 I am satisfied that the location of the Appeal scheme within Tattenhall does provide residents with genuine travel choice any many trip types can be completed without the need to use a private car. This is in accordance with Bullet 3 of STRAT 1.

2.4.4 Transport and Accessibility

2.4.4.1 Policy **STRAT 10** of the local plan sets out the general transport and accessibility requirements for new developments, and states:

"In accordance with the key priorities for transport set out in the Local Transport Plan, development and associated transport infrastructure should:

- *Provide and develop reliable and efficient transport networks that support sustainable economic growth in the borough and the surrounding area*
- *Reduce carbon emissions from transport and take steps to adapt our transport networks to the effects of climate change*
- *Contribute to safer and secure transport and promote forms of transport that are beneficial to health Improve accessibility to jobs and key services which help support greater equality of opportunity*
- *Ensure that transport helps improve quality of life and enhances the local environment*

In order to minimise the need for travel, proposals for new development should be located so as they are accessible to local services and facilities by a range of transport modes. New development will be required to demonstrate that:

- *Additional traffic can be accommodated safely and satisfactorily within the existing, or proposed, highway network*
- *Satisfactory arrangements can be made to accommodate the additional traffic before the development is brought into use*
- *Appropriate provision is made for access to public transport and other alternative means of transport to the car*
- *Measures have been incorporated to improve physical accessibility and remove barriers to mobility, especially for disabled and older people. The safety of all road users should be taken into account in the design and layout of new developments. Opportunities to improve public transport facilities will be taken wherever possible, through improved services, interchange facilities and parking at railway stations.*

Developments that would generate significant amounts of movement should be accompanied by a ***Transport Assessment*** *and* ***Travel Plan****, in accordance with Council guidance*

New developments will be expected to provide adequate levels of car and cycle parking in accordance with the Council's parking standards, taking account of:

- *The accessibility of the development*
- *The type, mix and use of the development*
- *The availability of, and opportunities for, public transport*
- *Local car ownership levels*

Parking provision should support the viability of town centres whilst minimising traffic congestion.

Proposals should seek to maximise use of sustainable (low carbon) modes of transport, by incorporating high quality facilities for pedestrians, cyclists and public transport and where appropriate charging points for electric vehicles.

Opportunities will be sought to extend and improve access to local footpath and cycle networks, including greenways, canal towpaths and the Public Rights of Way networks." (AHA emphasis).

2.4.4.2 In addition to the above, several policies from the Chester Local Plan are saved as part of the emerging CWaC Local Plan.

2.4.4.3 A Transport Assessment (ref 1952/2/B, CD 1.16) and Travel Plan (1952/3/B, CD 1.17) accompanied the planning application.

2.4.4.4 The TA report demonstrates that the Appeal development does not have any severe adverse impacts on the local highway network or an unacceptable impact on highway safety. This position is accepted by the highway authority.

2.4.4.5 In Chapter 4 of my Evidence, I set out the improvements along Tattenhall Road that will be delivered by the Appeal development. This includes the introduction of traffic calming measures and additional street lighting in the vicinity of the Appeal Site that will help to create a better environment for walking and cycling.

2.4.4.6 Taking all of the above into account, I consider that the Appeal development fully complies with CWaC Local Plan Policy STRAT10.

2.4.5 Parking

2.4.5.1 The CWaC parking requirements for residential developments are set out in the Supplementary Planning Document (SPD): Parking Standards (February 2022). This sets out standards for general and cycle parking together with electric charging points. These are design elements that will be determined through a subsequent reserved matters application.

2.4.5.2 Parking is detailed matters of scheme design and will be addressed as part of a Reserved Matters application (RMA).

2.5 Cheshire West and Chester Local Transport Plan (2011-2026)

2.5.1 The Local Transport Plan (LTP) sets out Cheshire West and Chester Council's plans and proposals for improving local transport over the fifteen-year period up to 2026. It consists of a longer-term Integrated Transport Strategy for the period 2011 to 2026. This includes:

"• *Ensuring that our roads and bridges are well maintained and tackling the current maintenance backlog;*

- *Dealing with increased levels of traffic congestion;*
- *Improving local bus services and providing a more joined up approach to how buses operate;*
- *Improving transport links to jobs and services, especially for those without access to a car;*
- *Encouraging the use of greener and more sustainable types of transport;*
- *Championing more healthy and active types of transport such as cycling and walking;*
- *Improving air quality and the environment;*
- *Improving safety and reducing the number of casualties on our roads;*
- *Assessing how transport can support economic growth, regeneration and new development;*
- *Improving commuter links to neighbouring areas, particularly Merseyside, Manchester, North East Wales and Warrington; and*
- *Responding to the mobility needs of older and disabled people."*

2.5.2 The underlying theme of the LTP is to promote policies and measures to foster and achieve improved opportunities for travel choices by non-car modes. This provides the context for specific local measures to be considered, promoted and introduced.

3 Appeal Site Access Arrangements

3.1 Existing Conditions

3.1.1 Carriageway Widths

3.1.1.1 The appellant commissioned a topographical survey, which includes the proposed Appeal Site access location. I am satisfied that the topographical survey provides an accurate representation of the existing geometry of Tattenhall Road.

3.1.1.2 **Figure 3.1 (Appendix A)** provides a summary of the existing carriageway widths and the locations at which measurements have been taken from the topographical survey. Figure 3.1 shows the carriageway width at 21No. locations along Tattenhall Road taken at 10m intervals. I consider this to be a reasonable summary of the Tattenhall Road carriageway width in the vicinity of the Appeal Site.

3.1.1.3 Based on the carriageway measurements I have taken, I have established the following:

(i) Minimum carriageway width: 5.1m (only at one location),
(ii) Maximum carriageway width: 6.0m, and
(iii) Average carriageway width: 5.5m

3.1.2 Footway Widths

3.1.2.1 In the vicinity of the Appeal Site access location, there is footway provision along Tattenhall Road as follows:

(i) Continuous footway on the east side of the carriageway,
(ii) Footway on the west side of Tattenhall Road currently terminates near to the south-east corner of the Appeal Site.

3.1.2.2 Based on the footway measurements I have taken, I have established that the average footway width on the east side of the carriageway is 1.4m.

3.1.3 Traffic Flows: Tattenhall Road

3.1.3.1 Automatic Traffic Counts (ATCs) were undertaken on Tattenhall Road, in the vicinity of the Appeal Site access, between 16-22 October 2024 (inclusive). This involved the installation of 2No. sets of pneumatic tubes either side of the Appeal Site access location as follows:

(i) ATC1: Located to the south of the Appeal Site access, and
(ii) ATC2: Located to the north of the Appeal Site access.

3.1.3.2 The recorded AM and PM peak hour flows are presented on Figure C1, Appendix C (AHA TA report ref 1952/2/B, CD 1.16). The recorded flows are:

(i)	AM peak hour:	Northbound = 110 vehs	Southbound = 86 vehs	**2-Way = 196 vehs**,
(ii)	PM peak hour:	Northbound = 73 vehs	Southbound = 108 vehs	**2-Way = 181 vehs**.

3.1.3.3 This confirms that traffic flows are light, being just over 3 vehicles per minute on average in both the AM peak and PM peak hours.

3.1.4 Speed Limit: Tattenhall Road

3.1.4.1 The Appeal Site boundary on the east side is formed by Tattenhall Road. There is a speed limit change from 30mph to 40mph about 70m north of the Appeal Site southern boundary.

3.1.5 Vehicle Speeds: Average

3.1.5.1 The existing speed of vehicles using Tattenhall Road were recorded by the ATC surveys undertaken between 16 to 22 October 2024 (inclusive). Although the surveys are now two years old, I am not aware of any physical changes to Tattenhall Road that could affect speeds. Consequently, I am satisfied that the ATC data remains relevant.

3.1.5.2 The recorded 5-day off-peak average speeds are:

		ATC1	**ATC2**
(i)	Northbound:	33.5mph	36.1mph
(ii)	Southbound:	33.0mph	35.5mph.

3.1.5.3 The ATC1 tubes were located in a section of Tattenhall Road that is subject to a 30mph speed limit. The speed survey results from ATC1 show that vehicles are travelling about 3-4mph above the 30mph speed limit.

3.1.5.4 The ATC2 tubes were located in a section of Tattenhall Road that is subject to a 40mph speed limit. The speed survey results from ATC2 show that vehicles are generally travelling about 4-5mph below the 40mph speed limit.

3.1.6 Vehicle Speeds: 85th Percentile

3.1.6.1 The recorded 5-day off-peak 85%le speeds are:

		ATC1	ATC2
(i)	Northbound:	39.9mph	42.4mph
(ii)	Southbound:	39.5mph	42.0mph.

3.1.7 Personal Injury Collision (PICs)

3.1.7.1 The personal injury collision (PIC) records for the TA study junctions as well as the Site frontage have been purchased from CWaC for the period **1 July 2019 to 30 June 2024**. The TA report (ref 1952/2/B, CD 1.16) presents records for the selection period 01.07.2019 – 30.06.2024.

3.1.7.2 A review of the PIC data shows there has been no recorded accidents in the vicinity of the proposed Appeal Site access.

3.1.7.3 I have reviewed the CrashMap website to establish if any accidents have occurred in the vicinity of the Appeal Site on Tattenhall Road since June 2024, which is the end date for the selection window PIC data presented in the TA report. The CrashMap website, which includes PIC data up to 31 December 2025, confirms that there has been no further recorded accidents.

3.2 Appeal Development Generated Traffic Flows & Assignment

3.2.1 Generated Traffic

3.2.1.1 The TA report (ref 1952/2/B, CD 1.16) sets out the process of deriving the AM & PM peak vehicle movements generated by the Appeal development in the AM & PM peak hours. The methodology is:

(i) Establish Total Person residential trip rates from the TRICS database,
(ii) Establish the Travel to Work modal split from 2011 Census data. This is Journey to Work data from the 2011 Census and based on the Middle Super Output Area (MSOA) Cheshire West and Chester 046, which is where the Appeal Site is located,
(iii) Apply the modal split to the Total Person trip rates to derive trip estimates for the Appeal development for each mode.

3.2.1.2 Based on this approach, the consequent estimate of traffic (in vehicles) generated by the Appeal development of up to 110 dwellings in the AM and PM peak hours is:

	ARR	DEP	2-WAY
AM (0800-0800)	15	43	58
PM (1700-1800)	36	22	58.

3.2.1.3 These estimates are not disputed by CWaC highways officers and so I assume that they are **agreed**. The Appeal development will add about 1 additional vehicle movement per minute along Tattenhall Road in the AM and PM peak hours. At other times of the day, the increase in traffic is smaller.

3.2.2 Distribution and Assignment

3.2.2.1 The distribution of the Appeal development generated traffic is based Journey to Work data from the 2011 Census. This is a common approach, which has not been disputed by CWaC highways officers, and, therefore, is assumed to be **agreed**. Table 8.1 (AHA TA report ref 1952/2/B, CD 1.16) provides a summary of the information derived from the Census Journey to Work data.

3.2.2.2 Figure C3, Appendix C (AHA TA report ref 1952/2/B, CD 1.16) presents the proposed % distribution of development generated traffic at the Appeal Site access junction. This shows that there is predicted to be a fairly balanced split in the Appeal development generated traffic with slightly more expected to travel traffic to and from the north along Tattenhall Road.

3.3 Proposed Appeal Site Access Junction

3.3.1 The access arrangements agreed with CWaC highways are presented on **Drg No 1952/01/B**. As the proposals shown on Drg No 1952/01/B are repeatedly referenced in my evidence, I include the drawing in **Appendix B**.

3.3.2 I set out below the data I have collected and the design guidance I have drawn upon to determine the proposed Site access arrangements.

3.3.3 Design Speed and Visibility Requirements

3.3.3.1 For the Appeal Site access, the approach adopted to derive a **Design Speed** for the junction design is to use the recorded speeds collected by:

(i) ATC1: Northbound speeds, and
(ii) ATC2: Southbound speeds.

3.3.3.2 A review of the weather records for Tattenhall for the survey period (16-22 October 2024) shows that the recorded rainfall levels were low with the exception of Wednesday 16 October (10.4mm) and Thursday 17 October (41.9mm). Consequently, AHA removed these days from the dataset. The subsequent 85%ile speeds (inter peaks of 1000-1200 and 1400-1600 hours) are:

(i) Northbound: 40.5mph, and

(ii) Southbound: 42.4mph.

3.3.3.3 The Design Speeds for both northbound and southbound vehicles are both **above** the 37.0mph (60kph) threshold in Manual for Streets. Therefore, the design guidance in the **Design Manual for Roads and Bridges (DMRB)** is applicable for the Appeal Site access visibility splays.

3.3.4 Stopping Sight Distance

3.3.4.1 The visibility standards in DMRB are based on the Stopping Sight Distance (SSD). This is derived from the 85%ile recorded speeds together with assumptions regarding driver perception/ reaction times and rate of deceleration.

3.3.4.2 The SSDs in DMRB assume:

(i) Driver perception/ reaction time: 2 seconds, and
(ii) Deceleration rate: 3.68 m)/s^2 (absolute minimum)
2.45 m)/s^2 (desirable minimum)

3.3.4.3 Based on a northbound Design Speed of **40.5mph** for the Site Access (18.11m/s), the calculated SSD is:

ADVICE	PERCEPTION/ REACT TIME (s)	DECEL RATE (m/s²)	SSD(m)
DMRB	2	3.68 (absolute min)	81
DMRB	2	2.45 (desirable min)	103.

3.3.4.4 Based on a southbound Design Speed of **42.4mph** for the Site Access (18.95m/s), the calculated SSD is:

ADVICE	PERCEPTION/ REACT TIME (s)	DECEL RATE (m/s²)	SSD(m)
DMRB	2	3.68 (absolute min)	87
DMRB	2	2.45 (desirable min)	111.

3.3.5 Proposed Appeal Site Access Arrangements

3.3.5.1 The key features of the proposed Drg No 1952/01/B Appeal Site Access/Tattenhall Road arrangements include:

(i) Introduce new Site Access, forming a 'T' junction with Tattenhall Road;
(ii) Junction to operate under priority control;
(iii) Site Access to measure 5.5m wide,
(iv) 10.0m corner radii between the Site access and Tattenhall Road,

(v) Provide 2.4m x 111m visibility splay to the left, for vehicles emerging from the Appeal Site access;

(vi) Provide 2.4m x 103m visibility splay to the right, for vehicles emerging from the Appeal Site access.

(vii) Provide pedestrian crossing on Tattenhall Road to the south of the proposed Appeal Site access, with appropriate pedestrian-vehicle intervisibilities.

3.3.5.2 The internal Site access road alignment is subject to future Reserved Matters approvals.

3.3.5.3 Drg No 1952/01/B demonstrates that all DMRB visibility requirements are satisfied.

3.3.6 Swept Path Analysis

3.3.6.1 Swept path analysis of the Appeal Site Access junction has been undertaken to examine if the proposed junction can accommodate the tracking movements of larger vehicles. For this exercise, CWaC highways officers requested that the analysis be completed for a 10.595m refuse vehicle.

3.3.6.2 The swept path analysis is shown on **Drg No 1952/SP/01/A** (refer my **Appendix C**) and this confirms that the 'test' vehicle can complete all turns at the junction.

3.4 Operational Capacity

3.4.1 Table 9.1 (AHA TA report ref 1952/2/B, CD 1.16) presents the results of the PICADY modelling of the proposed Appeal Site access/ Tattenhall Road junction. A review of Table 9.1 shows that the proposed priority-controlled junction is predicted to operate with a **very high degree of spare capacity and negligible queues/delays** in the year 2030 AM & PM peak hour With Development situations.

3.5 Highways Officer Consultation Response: 7 January 2026

3.5.1 The **initial** CWaC highways consultation response, dated 7 January 2026, states:

"***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.

3.5.2 There is a typographical error in the CWaC response; the swept path analysis drawing included in the AHA TA report is Drg No 1952/SP/01.

3.5.3 In response, AHA prepared Technical Filenote 2 (CD 2.03), dated 22 January 2026. This included Drg No 1952/01/B. This shows a footway on the north side of the Appeal Site access. The geometry of the Appeal Site access was widened and the corner radii between the access and Tattenhall Road were increased. This was done to respond to the CWaC concerns about the tracking of the larger vehicles.

3.5.4 Technical Note 2 also included Drg No 1952/SP/01/A, which presents the swept path analysis of 10.595m refuse vehicle.

3.6 Highways Officer Consultation Response: 24 February 2026

3.6.1 The **second** CWaC highways consultation response (CD 3.23), dated 24 February 2026, states:

"***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.* (my emphasis).

3.7 Summary

3.7.1 The appellant seeks the determination of access.

3.7.2 The scheme is to be served by an access point formed on Tattenhall Road. This is presented on Drg No 1952/01/B.

3.7.3 I have demonstrated that the proposed access point:

(i) Satisfies the visibility requirements for the identified Design Speeds and advice in the Design Manual for Roads and Bridges;

(ii) Offers appropriate provision for all users;

(iii) Can accommodate the tracking movements of a refuse vehicle; and

(iv) Has sufficient operational capacity to cater for existing and Appeal generated traffic demands.

3.7.4 This conclusion is endorsed by highways officers at CWaC, who have not raised an objection.

3.7.5 Overall, I am satisfied that a safe and suitable access to the Site can be achieved from Tattenhall Road for all highway users. I am also satisfied that the proposed works on Drg No 1952/01/B meet the tests of Policy TR6 the National Planning Policy Framework (2026) and Policy STRAT 10 of the CWaC Local Plan. I conclude that there is no technical reason to prevent development for highway safety reasons.

4 Sustainable Travel

4.1 Walk

4.1.1 Existing Infrastructure

4.1.1.1 There is currently no footway along the west side of Tattenhall Road coincident with the Site boundary. However, there is continuous footway on the west side of Tattenhall Road from a point just south of the Appeal Site. There is continuous footway on the east side of Tattenhall Road. This extends from the village centre (to the south) and the junction of Tattenhall Road/Newton Lane to the north.

4.1.1.2 Figure 3.1 sets out that the average footway width on the east side of Tattenhall Road is 1.4m

4.1.2 Walk Isochrones and Local Amenities

4.1.2.1 A 400m distance corresponds to a walk time of 5 minutes, based upon a typical normal walking speed. Figure 5.1 in the TA report (ref 1952/2/B CD 1.16) presents the development 400m, 800m, 1200m, 1600m and 2000m walk isochrones, (ie reflecting 5, 10, 15, 20 and 25-minute walk journeys), and taking account of the pedestrian infrastructure.

4.1.2.2 There are amenities near to the Appeal Site. The amenities, together with the approximate walk distances from the Appeal Site, are:

(i)	Castlefields Playground:	660m,
(ii)	Tattenhall Park Primary School:	840m,
(iii)	Tattenhall News:	980m,
(iv)	Tattenhall Turkish Barber:	990m,
(v)	The Letters Inn:	1005m,
(vi)	Fish and Chips @ No3:	1015m,
(vii)	Tattenhall Library:	1015m,
(viii)	ATM and Spar Convenience Store:	1030m,
(ix)	Sportsmans Arms:	1040m,
(x)	Sandy Bears Nursey:	1050m,
(xi)	Pharmacy:	1080m,
(xii)	Tattenhall Dental:	1100m,
(xiii)	Alison's Coffee Shop:	1105m,
(xiv)	Tattenhall Sports Club:	1190m,
(xv)	Village Surgery Tattenhall:	1190m,
(xvi)	Hair and Beauty Room:	1120m,
(xvii)	Tattenhall Spice:	1135m,

(xviii) Iconic Barbers: 1145m,
(xix) St Alban's Church: 1130m,
(xx) Barbour Institute Community Centre: 1255m.

4.1.3 Public Rights of Way (PROWs)

4.1.3.1 Figure 5.2 in the TA report (ref 1952/2/B CD 1.16) presents the existing Public Rights of Way (PROW) near to the site. Figure 5.2 shows that there is a network of public footpaths near to the Site. The footpaths that are likely to be used regularly by residents of the proposed development are:

(i) 291/FP31/1: Park Avenue – Rean Meadow - Buwardsley Road,
(ii) 291/FP6/1: Chester Road – Covert Rise – Frog Lane,
(iii) 291/FP1/1: Field Lane – High Street

Much of these PROWs form part of the Millennium Mile, which is circular walking route through Tattenhall.

4.1.4 Walk Routes to Local Amenities

4.1.4.1 There are a range of routes available to walk to local amenities. The routes most likely to be used are:

(i) Tattenhall Road – Chester Road – High Street,
(ii) Tattenhall Road – Keysbrook – Footpath 291/FP31/1 – Buwardsley Road.

4.1.5 Walk Routes to Schools

4.1.5.1 The nearest primary school to the Appeal Site is **Tattenhall Park Primary School** on Chester Road. The walk distance from the centre of the development to the school is about 840m.

4.1.5.2 The NTS sets out that, for journeys of under 1 mile (1.6km), 80% of 5-11 years olds walk to school. As the distance between the Site and Tattenhall Park Primary School is well below the 1.6km figure quoted in NTS then it is reasonable to assume that most trips between the Appeal Site and Tattenhall Park Primary School will be on foot.

4.1.5.3 The route most likely to be used between the Appeal Site and Tattenhall Park Primary School is along Tattenhall Road. The route offers continuous sealed surface footways and street lighting. The route is fronted by residential properties which offer neighbourhood surveillance. All of the walk route along Tattenhall Road is subject to a 20/30mph speed limit which provides an environment conducive to walking.

4.1.6 Pedestrian Trip Generation

4.1.6.1 The Appeal development will generate pedestrian trips.

4.1.6.2 Based on multi-modal TRICS trip rates and Journey to Work Census data (refer Chapter 8 of the TA report), it is estimated that the proposed development (110 dwellings) could generate the following pedestrian trips in the AM & PM peak hours and between 0700-1900 (12-hours), which is usually taken to be the 'working day':

	ARR	DEP	2-WAY
AM (0800-0800)	1	4	5
PM (1700-1800)	3	2	5
0700-1900	23	23	46.

4.1.7 Pedestrian Access to the Appeal Site

4.1.7.1 It is proposed that the following pedestrian infrastructure is to be delivered by the development:

(i) Provide 2.0m wide footway on both sides of the proposed Site access road,
(ii) Introduce dropped kerbs, tactile paving to the south of the Site access to assist pedestrian crossing to/from the existing footway on the east side of Tattenhall Road. The proposed crossing is to be highlighted with a red textureflex marking on the carriageway.

4.1.7.2 The proposed improvements are shown on Drg No 1952/01/B.

4.1.8 Measures to encourage Walking

4.1.8.1 All residents walking to/from the proposed development must use Tattenhall Road. A speed survey of Tattenhall Road shows that average vehicle speeds are about 3-4mph higher than the current 30mph speed limit, in the vicinity of the Appeal Site. The appellant proposes a package of measures to reduce vehicle speeds along Tattenhall Road, which will help to create a better walking environment. It is proposed that the current 30mph speed limit is extended northwards. This is to be complemented by a package of speed reduction measures along Tattenhall Road including vehicle activated signage. The measures are shown on Drg No 1952/01/B.

4.1.8.2 There is existing street lighting along Tattenhall Road. However, the lighting terminates near to the south-east corner of the Site (location annotated on Drg No 1952/01/B). The applicant proposes to extend the street lighting on Tattenhall Road to a point just beyond the Appeal

Site access. The indicative lighting scheme is shown on Drg No 1952/01/B. The precise details can be determined at detailed design stage.

4.1.8.3 Although the final residential layout is to be determined through a reserved matters application, the layout will include a comprehensive network of sealed surface footways with lighting. The network will be designed with impaired mobility users in mind. Signage will be introduced to direct pedestrians.

4.1.8.4 On-site signage will be provided during the construction phase to advise residents of suitable and safe walking routes. The signage will be complemented by travel information notice boards during construction.

4.1.8.5 Promotional events and literature will be arranged through the Travel Plan, to encourage walking, and emphasising the health benefits.

4.1.8.6 Residents will be provided with maps showing safe local walking routes.

4.2 Cycle

4.2.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.

4.2.2 Traffic Flows: Tattenhall Road

4.2.2.1 Figure C1, Appendix C in the TA report (ref 1952/2/B CD 1.16) presents the recorded AM & PM peak hour traffic flows (2-way) along Tattenhall Road, being:

(i) AM peak hour (0800-0900): 196 vehicles, and
(ii) PM peak hour (1645-1745): 181 vehicles.

4.2.2.2 This confirms that there are low levels of vehicular traffic using Tattenhall Road, being around 3 vehicles per minute on average.

4.2.3 Cycle Isochrones and Local Amenities

4.2.3.1 Figure 5.3 in the TA report (ref 1952/2/B CD 1.16) presents the 2km and 5km cycle isochrones for the Site, representing approximately 10-minute and 25-minute journey times. The cycle isochrones presented in Figure 5.3 were created using Basemap TRACC software. The analysis discounts footpaths which do not permit cyclists. Review of Figure 5.3 highlights that Hargrave, Huxley, Burwardsley, Milton Green and Gatesheath are all within a 5km cycle ride of the Site.

4.2.4 Cycle Access to the Appeal Site

4.2.4.1 Cycle access to the Site is available via the proposed Appeal Site Access on Tattenhall Road.

4.2.5 Cycle Trip Generation

4.2.5.1 The Appeal development will generate cycle trips.

4.2.5.2 Based on multi-modal TRICS trip rates and Journey to Work Census data (refer Chapter 8 of the TA report) it is estimated that the proposed development (110 dwellings) could generate the following cycle trips in the AM & PM peak hours and between 0700-1900 (12-hours), which is usually taken to be the 'working day':

	ARR	DEP	2-WAY
AM (0800-0800)	0	1	1
PM (1700-1800)	1	0	1
0700-1900	5	5	10.

4.2.6 Measures to encourage Cycling

4.2.6.1 All residents cycling to/from the Appeal development must use Tattenhall Road. Appeal Site residents will emerge into a section of Tattenhall Road subject to a 30mph speed limit. However, a speed survey of Tattenhall Road shows that average vehicle speeds are about 3-4mph higher than the current 30mph speed limit. The appellant proposes a package of measures to reduce vehicle speeds along Tattenhall Road, which, together with low vehicle flows, will help to create a better cycling environment. It is proposed that the current 30mph speed limit is extended northwards. This is to be complemented by a package of speed reduction measures along Tattenhall Road including vehicle activated signage. The measures are shown on Drg No 1952/01/B.

4.2.6.2 Although the subject of a reserved matters application, it is anticipated that cycle parking will be provided within the development that meets council standards.

4.2.6.3 Residents of the development will have the opportunity to receive:

(i) Adult cycle training,
(ii) Contribution to cycle safety equipment, eg helmet, high visibility clothing, etc, and
(iii) Cycle puncture repair kit.

4.2.6.4 Awareness of cycling as a travel choice, for essential (eg work) as well as other journey purposes (eg leisure) is to be promoted to residents through the Travel Plan.

4.2.6.5 The Travel Plan will promote three sustainable travel events per year once 50% occupation of the development is achieved. This includes, for example but not exclusively:

(i) Promotion of National Bike Week,
(ii) Bike buddy scheme, for those not confident about cycling.

4.2.6.6 Promotional events and literature will be arranged through the Travel Plan, to encourage cycling and emphasise the health benefits.

4.3 Bus

4.3.1 Bus Stops

4.3.1.1 The nearest bus stops to the Appeal Site are located on Tattenhall Road near to the junction with Greenlands. The walk distance is about 300m from the centre of the Appeal Site. The bus stops comprise:

(i) Northbound: Flag and pole,
Timetable board,
Low floor kerb access,

(ii) Southbound: Brick shelter,
Seating,
Timetable board,
Low floor kerb access.

4.3.2 Bus Services

4.3.2.1 The **No 41 bus service** is routed though Tattenhall. The service operates between Chester and Whitchurch. Services run from Tattenhall (Greenlands) to Chester between 0659 hours and 2014 hours, with return journeys from Chester up until 1900 hours. Trips in the direction from Tattenhall to Whitchurch can be made between 0803 hours and 1811 hours. The latest return journey from Whitchurch to Tattenhall is at 1917 hours.

4.3.2.2 The No 41 service operates at about an **hourly frequency** to/from Chester and to/from Whitchurch. The frequency and time range within which the service operates would allow Appeal Site residents, that work in Chester or Whitchurch, to commute by bus.

4.3.2.3 The No 41 journey times are:

(i) Chester (bus station): typically, 34-39 minutes,

(ii) Whitchurch: typically, 45-57 minutes.

4.3.3 School Bus Services

4.3.3.1 The **No 41 bus service** offers travel to/from **Bishop Heber High School**, which is based in Malpas. Outbound and return services coincide with start and finish times, departing from the Tattenhall at 0803 hours, and returning back at 1548 hours.

4.3.4 Community Bus Services

4.3.4.1 **Your Bus** is a borough wide 'Dial a Ride' minibus service operated by Changing Lives Together (CLT). The service started on 1 April 2026 and replaced Dial a Ride services. The community minibus service is available to residents who are over 80, or are in receipt of Disability Living Allowance (mobility component) or the Personal Independence Payment (PIP) or Attendance Allowance or have a health reason why they cannot access public transport. The service is also available for residents where there is no public transport provision in their area.

4.3.4.2 Your Bus is designed to help people to complete medical appointments, shopping trips, social activities, or visiting friends and family. The service operates with a fleet of eight new minibuses, fully accessible with space for wheelchair users. The service operates from 1000 to 1500 hours, Monday to Friday. Users can also be able to book the buses for evening events or group outings through contacting the operator.

4.3.4.3 All users need to register, which can be done at any time, up to and including when they board the vehicle. Multi-channel booking is available with users able to call, WhatsApp or use a website to book.

4.3.5 Bus Trip Generation

4.3.5.1 The Appeal development will generate trips by bus.

4.3.5.2 Based on multi-modal TRICS trip rates and Journey to Work Census data (refer Chapter 8 in the TA report) it is estimated that the Appeal development (110 dwellings) could generate the following bus trips in the AM & PM peak hours and between 0700-1900 (12-hours), which is usually taken to be the 'working day':

	ARR	DEP	2-WAY
AM (0800-0800)	0	2	2
PM (1700-1800)	1	1	2
0700-1900	8	8	16.

4.4 Department for Transport (DfT) Connectivity Tool

4.4.1 National Planning Policy Framework

4.4.1.1 Chapter 15 (Promoting Sustainable Transport) of the NPPF (August 2026) makes reference to the DfT Connectivity Tool in the following policies:

(i) Plan Making Policy TR1: Vision-led approach to planning for transport, and
(ii) Decision Making Policy TR3: Locating development in sustainable locations.

4.4.1.2 Policy TR1 Part 1(b) states:

"Locating proposed development where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, reflecting the principles in policy TR3. The ***Connectivity Tool (Connectivity Tool - GOV.UK)*** *should be used to inform the assessment and selection of sites for development alongside other relevant quantitative or qualitative evidence;"* (AHA emphasis).

4.4.1.3 Policy TR3, Part 2, states:

"2. The ***Connectivity Tool (Connectivity Tool - GOV.UK)*** *should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development."* (AHA emphasis).

4.4.1.4 Policies TR1 and TR3 in the NPPF are clear that the DfT Connectivity Tool should be used alongside other quantitative and qualitative evidence to assess connectivity for proposed developments. Thus, the DfT Connectivity Tool should not be used in isolation to determine a sites sustainability or connectivity.

4.4.2 Connectivity Tool

4.4.2.1 The DfT Connectivity Tool combines transport and land use data to generate a national measure of connectivity for any location in England and Wales. The tool produces a connectivity score, which is a measure of people's ability to access everyday services, such as education or employment, weighted by people's inclination to take those options. The tool can be used to:

(i) Display how a particular location (eg the Site) is connected to services using walk, cycle and public transport modes, and
(ii) Add new transport routes to determine how these would affect the connectivity of an area.

4.4.2.2 However, the DfT user guidance is clear that:

"It doesn't show how many people take different routes: purely their opportunity to do so. Nor is it a transport model: there is no trip assignment or convergence processes."

4.4.3 Connectivity Tool Scoring

4.4.3.1 The Connectivity Tool is an interactive map that is made up of grid squares across England and Wales. The tool gives each square a score from 0 to 100 based on how well connected the square is to locations of interest by walking and wheeling, cycling and public transport. The connectivity score for a square is compared with the highest-scoring square in England and Wales, which is 100.

4.4.3.2 The score can be broken down for the following trip types:

- Education;
- Leisure;
- Health;
- Shopping;
- Residential;
- Workplaces.

4.4.3.3 The DfT guidance advises that the scoring system should not be used to compare between modes and destination types, stating:

"All connectivity scores (overall, and for each mode of transport and type of destination) are expressed as a percentage of the most connected location in the country. Because of this, scores cannot be compared either between modes or between destination types. In particular, you cannot use the connectivity score to compare how well a location is served by one mode versus another."

4.4.3.4 With respect to the connectivity score, the DfT guide warns that:

"The connectivity score does not give a final judgement on whether a location is suitable for development, investment or a transport intervention. It is one source of evidence.

The score does not currently measure:

- *the **quality** of walking, wheeling, cycling or public transport routes, such as footway width, surface condition, lighting, segregated cycling facilities or step-free access;*
- *the **cost** or **affordability** of travel;*
- *service **reliability** or **crowding**;*
- *the specific travel needs of **different people or groups**; or*
- *electric bicycles or other **assisted modes** of transport.*

For these reasons, the score should always be used alongside local evidence, professional judgement and other material considerations." (DfT emphasis).

4.4.3.5 When interpreting the connectivity score, the DfT guide advises:

- *"The score is a **relative measure**, not an absolute measure of connectivity – it shows how places compare to other places.*
- *A score of 50 does **not** mean a location has average connectivity.*
- *Scores should **not be directly compared** across different transport modes or destinations.*
- *The Connectivity Matrix can be used to help users compare a square with squares of the **same rural-urban class**.*
- *The score should be used **alongside** local evidence, site knowledge and professional judgement.*
- ***Driving is not included in the overall connectivity score**, although users can view scores for car-based journeys separately."* (DfT emphasis).

4.4.3.6 The DfT guidance is clear that the score should not be used in isolation and the user and assessor should also consider local evidence and site knowledge and apply professional judgement. However, The Connectivity Matrix can be used to compare the score with other locations of the same rural/urban class.

4.4.4 Connectivity Matrix: Overview

4.4.4.1 The DfT guide advises that users should:

"…avoid interpreting a connectivity score on its own. They should use the relevant tables in the Connectivity Matrix to understand where the square's score sits in the wider distribution."

4.4.4.2 The Connectivity Matrix is a set of tables that allows the user to review a square's connectivity score based on its destination type, transport mode and its rural or urban setting. This means that the square can be compared with other comparable locations rather than comparing the score nationally.

4.4.4.3 The Connectivity Matrix shows percentile thresholds for the following:

- Rural and urban classification;
- Transport mode;
- Destination type.

4.4.4.4 The definition of rural and urban classifications is based on the 2011 census rural-urban classification (RUC2011) for output areas. At a simple level, if the output area was allocated to a 2011 built-up area and the population is greater than 10,000 inhabitants, it is classed as urban, and remaining output areas are classed as rural. There are six classifications, and a summary of the rural-urban classifications is set out in Table C of the DfT guide (reproduced below):

Table C: Rural-Urban Classifications

RUC 2011	Classification Description	% of total Output Areas	Number of Output Areas
Urban Major Conurbation	There are six urban major conurbations. These are London, West Midlands, West Yorkshire, Tyneside, Merseyside and Greater Manchester.	32.6%	61,500
Urban Minor Conurbation	There are two urban minor conurbations: Nottingham and South Yorkshire.	3.4%	6,418
Urban City and Town	Built-up urban areas, with a minimum population of 10,000 inhabitants, which do not form part of major and minor conurbations. Commonly observed in areas such as Lincoln, Derby & York.	45.0%	84,958
Rural Town and Fringe	Areas with fewer than 10,000 inhabitants, and associated with a larger neighbouring town. Commonly observed in areas of Northumberland, South Oxfordshire & Wiltshire.	9.4%	17,782
Rural Village	Areas with fewer than 10,000 inhabitants, but with a denser physical form than in hamlets and isolated dwellings. Commonly observed in areas of Mid Suffolk & West Sussex.	5.8%	11,011
Rural Hamlets and Isolated Dwellings	Areas with fewer than 10,000 inhabitants, dispersed housing, and no clear nucleated settlement. Commonly observed in areas of Cornwall & Carmarthenshire.	3.8%	7,211

4.4.5 Connectivity Matrix: Rural-Urban Classification Table

4.4.5.1 The DfT Connectivity Matrix allows for a comparison of the overall connectivity score based on the rural/urban classification of the Site. The table below shows the overall score, using a relative scoring system based on percentiles:

Score by destination: Overall

Score by mode of transport: Overall (except driving)

	Urban major conurbation	Urban minor conurbation	Urban city and town	Rural town and fringe	Rural village	Rural hamlets and isolated dwellings
10th percentile	64.1	58.5	52.7	35.1	14.9	7
20th percentile	68.5	62.1	57.3	39.8	19.5	11.3
30th percentile	71.8	64.9	60.6	43.2	22.9	15.1
40th percentile	74.5	67.3	63.3	46	25.8	18.7
Median	77.2	69.5	65.7	48.4	28.5	22.4
60th percentile	79.9	71.7	68	50.8	31.1	26.7
70th percentile	82.7	74	70.5	53.1	34.1	31.5
80th percentile	86.2	76.8	73.3	56	37.8	37
90th percentile	90.5	80.2	77.2	59.8	42.6	44.9

4.4.6 Connectivity Matrix: Destination/Mode of Transport Table

4.4.6.1 The Connectivity Matrix can be filtered to assess the grid score in the context of the destination. The destinations include:

- Education;
- Leisure;
- Health;
- Shopping;
- Residential;
- Workplaces.

4.4.6.2 The Connectivity Matrix can be further subdivided by different mode of transport to the above destinations. The modes of transport are:

- Cycling;
- Public Transport;
- Driving;

- Walking.

4.4.6.3 The Connectivity Matrix allows for an overall score (excluding driving) to be selected for travel to the listed destinations. This provides a score for travel made by sustainable modes and adopts a weighted average, with weighting determined by the number of trips reported in the National Travel Survey (NTS) for public transport, walking and wheeling and cycling. The approach taken in this assessment is to adopt the 'overall (except driving)' score for each destination type.

4.4.7 Local Authority Comparison

4.4.7.1 The DfT Connectivity Tool also allows users to compare the scores within the local authority in which a Site is located. The scoring system is banded from A to J with A being the most connected location.

4.4.7.2 The scoring system can be filtered to assess the grid score in the context of the destination and can be further subdivided by different modes of transport.

4.4.7.3 The Connectivity Tool allows for an overall score (excluding driving) to be selected for travel to the listed destinations. This provides a score for travel made by sustainable modes. This is adopted in this assessment of the proposed development.

4.4.8 Proposed Development Site: Connectivity Matrix Overall Assessment

4.4.8.1 A review of the Output Area information available on the Office for National Statistics website confirms that the Appeal Site (within Tattenhall) is located within **E00092679** Output Area. This is classified as a **Rural Town and Fringe** location.

4.4.8.2 The Appeal development covers 8 squares in the Connectivity Tool with scores ranging from 27 to 33. The average score is **31**. Based on a review of the Connectivity Matrix for 'overall' destination and 'overall (except driving)' travel modes together with the Site's 'Rural Town and Fringe' location, the Appeal development is in the **10th Percentile** for comparable 'Rural Town and Fringe' locations.

4.4.8.3 However, it is important to recognise that the DfT definition of a rural settlement is one with a population below than 10,000 residents. The Census recorded a population of 2,079 residents in Tattenhall (Civil Parish) in 2011. Clearly, there will be many 'Rural Town and Fringe' settlements in England and Wales with a greater population than Tattenhall. It is reasonable to assume that the greater the level of population of a settlement, the greater the range of local amenities and public transport services that will be available. Therefore, settlements classed as 'Rural

Town and Fringe' but with smaller populations will tend to receive lower connectivity scores compared to settlements with higher populations. If the ONS had categorised Tattenhall as a 'Rural Village' in 2011, the Appeal development would be in the **Median to 60th Percentile** for comparable 'Rural Village' locations.

4.4.9 Proposed Development Site: Local Authority Comparison

4.4.9.1 The Appeal development is located in 8 squares with local authority bands ranging from C-E**.** The most commonly occurring local authority band for the Appeal Site is **D.** This is effectively ranked 4 out of 10 on the scoring system (ie A=1, J=10).

4.4.9.2 The DfT guide is clear that the Connectivity Tool scores are an indicator and should not be used as a determinant of site connectivity. The guide advises that users and reviewers should also take into account other sustainability aspects of the development as well as using professional judgement. In this respect, there is an improvement package aimed at encouraging walking and cycling. These improvements are not reflected in the Connectivity Tool score.

4.5 Summary

4.5.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk and cycle journeys is recognised as important. The location of the Site provides a good context for journeys of residents to be undertaken on foot and by cycle. There is good walk and cycle infrastructure between the Site and nearby amenities, thereby offering opportunity to foster a sustainable community, in accordance with the aims of local policies and national policy in NPPF.

4.5.2 It is demonstrated that there are a range of local amenities in Tattenhall that will meet many of the resident's everyday needs. Most amenities are located within a 15-minute walk of the Site. There are a range of walk routes available to residents depending on the location of the amenity they wish to access. Most walk routes are along residential roads which have footways and lighting.

4.5.3 All of the local amenities are well within a short cycle ride of the Site. It is demonstrated that Tattenhall Road carries very low levels of traffic even in the peak hours. The speed limit of Tattenhall Road is 30mph. The applicant proposes a package of measures to reduce vehicle speeds along Tattenhall Road that will help to create an improved environment for cycling.

4.5.4 The No 41 bus service operates in Tattenhall. This offers frequent travel to Chester and Whitchurch. The No 41 bus service times coincide with typical workplace start and finish times in Chester and Whitchurch, which offers the potential to complete commuter trips by bus. The service also offers travel to Bishop Heber High School in Malpas. Additionally, Your Bus offers a community transport option for trips to/from local centres and facilities in Cheshire West and Chester.

5 Traffic Impact

5.1 Peak Periods

5.1.1 The times when the combination is greatest, of traffic generated by the proposed Appeal development, and the existing highway network traffic, are the weekday AM & PM peak hours. The TA report includes quantitative analysis of the traffic impact of the Appeal development for these periods.

5.2 Study Network

5.2.1

REF	JUNCTION	CONTROL
SJ1	Site/Tattenhall Road	priority control 'T' junction;
SJ2	Tattenhall Road/Newton Lane	priority control crossroads junction;
SJ3	Tattenhall Road/Oaklands Avenue	priority control 'T' junction;
SJ4	Tattenhall Road/Chester Road	priority control 'T' junction;
SJ5	Chester Road/Burwardsley Road/High Street	priority control 'T' junction;
SJ6	Chester Road/Rookery Drive	priority control 'T' junction.

5.2.2 The TA study network is presented on Figure 3.1 of AHA TA report (ref 1952/2/B, CD 1.16). CWaC highways officers have not requested any additional junctions to be assessed. Therefore, it is reasonable to assume that it is **agreed** that these study junctions represent an appropriate extent of local highway network to examine the traffic impact of the Appeal development.

5.3 Existing Junction Geometry

5.3.1 The study network junctions are presented on the following drawings in the TA report (ref 1952/2/B, CD 1.16):

REF	JUNCTION	DRAWING No
SJ2	Tattenhall Road/Newton Lane	1952/02
SJ3	Tattenhall Road/Oaklands Avenue	1952/03
SJ4	Tattenhall Road/Chester Road	1952/04
SJ5	Chester Road/Burwardsley Road/High Street	1952/04
SJ6	Chester Road/Rookery Drive	1952/05.

5.3.2 CWaC highways officers have not disputed the accuracy of any of the drawings. Therefore, it is reasonable to assume that it is **agreed** that the AHA drawings are an accurate representation of current junction arrangements.

5.4 Traffic Counts

5.4.1 AHA collected the following traffic count data for the TA study network:

(i) Tattenhall Road (SJ1): Automatic traffic count 16-22 October 2024,
(ii) SJ2-SJ6: Classified turning counts 17 October 2024.

5.4.2 CWaC highways officers have not disputed the validity of the traffic count data. Therefore, it is reasonable to conclude that the traffic count data represents **typical traffic conditions**.

5.4.3 Analysis of the traffic count data identifies the peak hours for traffic flows on Tattenhall Road as:

(i) AM: 0800-0900, and
(ii) PM: 1645-1745.

5.4.4 The TA report (ref 1952/2/B, CD 1.16) includes quantitative analysis for these peak hours. The identified peak hours have not been disputed by CWaC highways officers and, therefore, it is reasonable assume that they are **agreed**.

5.5 Trip Generation, Distribution & Assignment

5.5.1 The methodologies for estimating the AM and PM peak hour traffic generated by the Appeal development and its distribution and assignment to the local highway network is set out in Chapter 8 of the TA report (ref 1952/2/B CD 1.16). None of this work has not been disputed by CWaC highways officers and it is reasonable to assume that it is **agreed** for purposes of assessing the traffic impact of the Appeal development.

5.6 Traffic Impact

5.6.1 AHA usually adopts a materiality test to determine the requirement for detailed junction modelling. The test adopted is that junction modelling is undertaken if the proposed development is predicted to generate an increase in traffic at a study junction of **30** vehicles or more in either of the peak hours. If the development adds less than 30 vehicles then the impact be described as **not material**.

5.6.2 The traffic impact of the Appeal development at the TA study network of junctions in the AM and PM peak hours is summarised below:

SJ	Vehs	Vehs
SJ1	**+58**	**+58**
SJ2	**+33**	**+31**
SJ3	+26	+26
SJ4	+17	+18
SJ5	+9	+10
SJ6	+16	+16

5.6.3 A review of the above summary shows that the Appeal development is estimated to have a traffic impact in excess of 30 vehicles at only **SJ1** and **SJ2**. Consequently, modelling of SJ1 and S2 was undertaken and reported in Chapter 9 of the TA report (ref 1952/2/B, CD 1.16).

5.6.4 CWaC highways officers did not request assessment of any additional TA study junctions. Therefore, it is assumed that CWaC **agree** with the TA conclusion that the traffic impact of the Appeal development at SJ3-SJ6 is **not material**.

5.7 Junction Modelling

5.7.1 The computer program PICADY (within Junctions 10) was used to model the performance of SJ2 (Tattenhall Road/Newton Road). PICADY predicts the ratio of flow to capacity (RFC) and associated queue for the minor (give-way) entry to the junction and for the major road.

5.7.2 Queue Surveys and Model Validation

5.7.2.1 Queues were recorded on all external approach arms at the study junctions. Data was collected at the same time as the AM & PM peak period traffic count surveys.

5.7.2.2 The survey recorded queues in 5-minute intervals. The survey recorded the queue on each arm at the 5-minute mark (eg at 0800, 0805, 0810 etc). The survey also recorded the maximum queue during the 5-minute interval.

5.7.2.3 The queue survey data is used to validate the PICADY models. If the output queues from the PICADY provide a reasonable match to the recorded queues, the model can be taken to be 'validated'. This is an industry-standard approach to modelling.

5.7.2.4 The process of model validation involves:

(i) Construct PICADY model for the junction;
(ii) Use 2024 recorded traffic count data;
(iii) Compare model output queues to recorded queues;

(iv) If necessary, make small adjustments to model geometry to derive a 'best match' between model and recorded queues.

5.7.3 SJ2: Tattenhall Road/Newton Lane

5.7.3.1 Queues were recorded on the approaches to SJ2. Data was collected at the same time as the AM & PM peak period traffic count surveys (ie on 17 October 2024). A review of the survey data show that the SJ2 is presently operating with negligible queuing traffic. This indicates that SJ2 is operating in a satisfactory manner.

5.7.3.2 Table 9.2 in the TA report (ref 1952/2/B CD 1.16) presents the results of the PICADY modelling of the Tattenhall Road/Newton Road junction. A review of Table 9.2 shows that the PICADY model queues provide a close match to the recorded queues. It is concluded that the PICADY model is suitable to test the traffic impact of the proposed development in year 2030.

5.7.3.3 Table 9.3 in the TA report (ref 1952/2/B CD 1.16) presents the results of the PICADY modelling of the Tattenhall Road/Newton Lane junction for year 2030. A review of Table 9.3 shows that the priority-controlled crossroads junction is predicted to operate with a **high degree of spare capacity** and **negligible queues/delays** in the year 2030 AM & PM peak hour Base and With Development situations.

5.7.3.4 It is demonstrated that the addition of traffic generated by the Appeal development at SJ2 has an imperceptible effect on junction performance.

5.7.4 Summary

5.7.4.1 Modelling has been undertaken for the Tattenhall Road/Newton Lane (SJ2) junction. The modelling confirms that the addition of Appeal development generated traffic has an imperceptible effect on the performance of the junction.

6 Third Party Comments

6.1 The application generated a number of objections from third parties. There are a range of points raised, and similar views expressed with some variation of wording. I have undertaken a review of their objections and identified the following key themes:

(i) Congestion,
(ii) Local road geometry,
(iii) Proposed Site access,
(iv) Parking,
(v) Traffic flows,
(vi) Sustainable travel, and
(vii) Other.

6.2 The issues raised by third party objectors are summarised below.

6.3 Congestion

6.3.1 Objection 1

6.3.1.1 The village High Street is often congested leading to traffic backing -up on roads into the village centre.

6.3.2 Response 1

6.3.2.1 Figure C1, Appendix C in the TA report (ref 1952/2/B CD 1.16) presents the recorded AM & PM peak hour traffic flows (2-way) along High Street, being:

(i) AM peak hour (0800-0900): 269 vehicles, and
(ii) PM peak hour (1645-1745): 313 vehicles.

6.3.2.2 This confirms that there are low levels of vehicular traffic using High Street, being around 5 vehicles per minute on average.

6.3.2.3 Figure C4, Appendix C in the TA report shows that the Appeal development is forecast to add only 9 vehicles (2-way) to High Street in the AM peak hour and 10 vehicles (2-way) in the PM peak hour. This would be well within the natural daily variation of traffic on the High Street, and would be imperceptible to users.

6.3.3 Objection 2

6.3.3.1 There are long delays in accessing the A41.

6.3.4 Response 2

6.3.4.1 Chester Road, Frog Lane and Rocky Lane form connections between Tattenhall and A41 Whitchurch Road. CWaC highways officers have not requested assessment of the A41/Chester Road, A41/Frog Lane or A41/Rocky Lane junctions. Therefore, I have not collected traffic information at these junctions.

6.3.4.2 However, I have been able to review the TA report prepared by Eddisons that accompanies a planning application (LPA ref 25/02070/FUL) which seeks 110 dwellings on Chester Road in Tattenhall. The Eddisons TA includes a traffic count and queue survey (both undertaken on 27 November 2024) of the A41 Whitechurch Road/Chester Road junction.

6.3.4.3 The total AM and PM peak hour traffic flows, recorded in 2024, that pass through the A41/Chester Road junction are:

(i) AM peak hour: 1367 vehicles, and
(ii) PM peak hour: 1459 vehicles.

6.3.4.4 The estimated traffic flows generated by the Appeal development at the A41/Chester Road junction are:

(i) AM peak hour: 34 vehicles, and
(ii) PM peak hour: 34 vehicles.

This would represent a 2.5% increase in traffic in the AM peak hour and a 2.3% increase in the PM peak hour. This would fall well within the natural daily variation of the junction.

6.3.4.5 Third parties suggest that it is difficult to access the A41. This is most relevant to the AM peak hour when the Appeal development generates departure movements and the greatest number of vehicles wishing to enter the A41 corridor. The Eddisons TA report includes a queue survey of the A41/Chester Road junction that cover the AM period. I have looked at the queue survey data for Chester Road. Queues were recorded in 5-minute time intervals. in the AM peak hour (0800-0900 hours), the average recorded queue on Chester Road is 2.5 vehicles. There are several 5-minute time intervals in which a zero queue was recorded. This indicates that when queues form, they are discharging. This provides strong evidence to suggest that the junction is working in a satisfactory manner. Consequently, based on the traffic survey data included in the Eddisons TA report, I am satisfied that the Appeal development will not materially alter the functioning of the A41 Whitchurch Road/Chester Road junction.

6.3.4.6 Frog Lane and Rocky Lane are both accessed via High Street. Figure C4, Appendix C in the AHA TA report (ref 1952/2/5, CD 1.16) shows that the Appeal development is forecast to add only 9 vehicles to High Street in the AM peak hour. Some of this traffic could use Frog Lane or Rocky Lane to access the A41 but clearly the level of traffic would be very small and would not affect the functioning of the A41/Frog Lane or A41/Rocky Lane junctions.

6.3.5 Objection 3

6.3.5.1 There are issues/problems with the Tattenhall Road/Newton Lane crossroads junction.

6.3.6 Response 3

6.3.6.1 Queues were recorded on the approaches to Tattenhall Road/Newton Lane junction, which is SJ2 in the TA report. Data was collected at the same time as the AM & PM peak period traffic count surveys (ie on 17 October 2024).

6.3.6.2 The survey recorded queues in 5-minute intervals. The survey recorded the queue on each arm at the 5-minute mark (eg at 0800, 0805, 0810, etc). The survey also recorded the maximum queue during the 5-minute interval.

6.3.6.3 A review of the survey data show that the SJ2 is presently operating with negligible queuing traffic. This indicates that SJ2 is operating in a satisfactory manner.

6.3.7 Objection 4

6.3.7.1 Some of the Appeal development traffic is likely to use Rookery Drive and Greenlands.

6.3.8 Response 4

6.3.8.1 Figure C1, Appendix C in the TA report (ref 1952/2/B CD 1.16) shows that the total flows (2-way) recorded on Rookery Drive:

(i) AM peak hour: 61 vehicles, and
(ii) PM peak hour: 25 vehicles.

This confirms that existing traffic levels are low.

6.3.8.2 Figure C4, Appendix C in the TA report (ref 1952/2/B CD 1.16) shows that only 8 vehicles (2-way) are forecast to be added to Rookery Drive in the AM peak hour and 8 vehicles (2-way) in the PM peak hour. Even with the addition of Appeal development generated traffic flows to Rookery Drive, total 2-way traffic flows would remain low. This traffic may use either Greenlands or Oaklands in conjunction with Rookery Drive.

6.3.8.2 Figure However, the increase on both routes would be very small and any effect would be imperceptible.

6.4 Local Road Geometry

6.4.1 Objection 5

6.4.1.1 Rocky Lane is extremely substandard.

6.4.2 Response 5

6.4.2.1 Based on detailed review of workplace destinations for existing residents in Tattenhall, there is low likelihood of residents at the Appeal development using Rocky Lane.

6.4.2.2 Rocky Lane is accessed via High Street. Figure C4, Appendix C in the AHA TA report (ref 1952/2/B, CD 1.16) shows that the Appeal development is forecast to add only 9 vehicles to High Street in the AM peak hour and 10 vehicles in the PM peak hour. Some of this traffic could use Rocky Lane but it is unlikely to be all of the traffic generated by the Appeal development. Consequently, I am satisfied that any increase in traffic along Rocky Lane, attributable to the Appeal development, will be negligible/small and this will not materially alter the functioning of Rocky Lane.

6.4.2.3 The distribution and assignment of development generated traffic is not disputed by the highway authority and they have not requested any assessment of Rocky Lane.

6.4.3 Objection 6

6.4.3.1 Frog Lane is narrow.

6.4.4 Response 6

6.4.4.1 Based on detailed review of workplace destinations for existing residents in Tattenhall, there is low likelihood of residents at the Appeal development using Frog Lane.

6.4.4.2 Frog Lane is accessed via High Street. Figure C4, Appendix C in the AHA TA report (ref 1952/2/B, CD 1.16) shows that the appeal development is forecast to add only 9 vehicles to High Street in the AM peak hour and 10 vehicles in the PM peak hour. Some of this traffic could use Frog Lane but it is unlikely to be all of the traffic generated by the appeal development. Consequently, I am satisfied that any increase in traffic along Frog Lane, attributable to the appeal development, will be negligible/small and this will not materially alter the functioning of Frog Lane.

6.4.4.3 The distribution and assignment of development generated traffic is not disputed by the highway authority and they have not requested any assessment of Frog Lane.

6.4.5 Objection 7

6.4.5.1 It is impossible to alter the High Street as it is a Conservation area.

6.4.6 Response 7

6.4.6.1 The appellant has agreed to a financial contribution of £20,000, secured through a Section 106 agreement, to enable the improvement of pedestrian facilities on The High Street and its adjoining roads. This money is 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.

6.5 Parking

6.5.1 Objection 8

6.5.1.1 It is hard to navigate along High Street due to parked cars.

6.5.2 Response 8

6.5.2.1 It is acknowledged that High Street is fronted by a number of local amenities and that parking occurs. However. Figure C4, Appendix C in the TA report (ref 1952/2/B CD 1.16) shows that only 9 vehicles (2-way) are forecast to be added to High Street in the AM peak hour and 10 vehicles (2-way) in the PM peak hour. This low level of additional traffic is unlikely to materially alter the functioning of the High Street.

6.5.3 Objection 9

6.5.3.1 The Appeal development will create additional parking problems in the village.

6.5.4 Response 9

6.5.4.1 There are a good range of local amenities near to the Appeal Site. The amenities, together with the approximate walk distances from the Appeal Site, are:

(i)	Castlefields Playground:	660m,
(ii)	Tattenhall Park Primary School:	840m,
(iii)	Tattenhall News:	980m,
(iv)	Tattenhall Turkish Barber:	990m,

(v)	The Letters Inn:	1005m,
(vi)	Fish and Chips @ No3:	1015m,
(vii)	Tattenhall Library:	1015m,
(viii)	ATM and Spar Convenience Store:	1030m,
(ix)	Sportsmans Arms:	1040m,
(x)	Sandy Bears Nursey:	1050m,
(xi)	Pharmacy:	1080m,
(xii)	Tattenhall Dental:	1100m,
(xiii)	Alison's Coffee Shop:	1105m,
(xiv)	Tattenhall Sports Club:	1190m,
(xv)	Village Surgery Tattenhall:	1190m,
(xvi)	Hair and Beauty Room:	1120m,
(xvii)	Tattenhall Spice:	1135m,
(xviii)	Iconic Barbers:	1145m,
(xix)	St Alban's Church:	1130m,
(xx)	Barbour Institute Community Centre:	1255m.

6.5.4.2 This demonstrates that there is a good range of local amenities in Tattenhall that will meet many of the resident's everyday needs. Almost all of the amenities are located within a 15-minute walk of the Appeal Site. There are a range of walk routes available to residents depending on the location of the amenity they wish to access. Most walk routes are along residential roads which have footways and lighting.

6.5.4.3 All of the local amenities are well within a short cycle ride of the Site. Tattenhall Road carries low levels of traffic even in the peak hours. The speed limit of Tattenhall Road is 30mph. The applicant proposes a package of measures to reduce vehicle speeds along Tattenhall Road that will help to create an improved environment for cycling.

6.5.4.4 It is demonstrated that there is good opportunity for Appeal Site residents to access local amenities on foot or by cycle and this will help to minimise additional parking demands on the High Street.

6.6 Proposed Site Access

6.6.1 Objection 10

6.6.1.1 The speed limit is routinely ignored.

6.6.2 Response 10

6.6.2.1 To assist with the design of the Site access junction, the appellant commissioned an Automatic Traffic Count (ATC) survey of Tattenhall Road in the vicinity of the Site access. This involved the

installation of pneumatic tubes across Tattenhall Road to the south (ATC1) and north (ATC2) of the proposed Site access junction. The surveys were undertaken between 16-22 October 2024 (inclusive) and recorded data over the full 24-hour period of each survey day.

6.6.2.2 The recorded 5-day off-peak average speeds are:

		ATC1	**ATC2**
(i)	Northbound:	33.5mph	36.1mph
(ii)	Southbound:	33.0mph	35.5mph.

6.6.2.3 The ATC1 tubes were located in a section of Tattenhall Road that is subject to a 30mph speed limit. The speed survey results from ATC1 show that vehicles are travelling about 3-4mph above the speed limit.

6.6.2.4 The ATC2 tubes were located in a section of Tattenhall Road that is subject to a 40mph speed limit. The speed survey results from ATC2 show that vehicles are generally travelling about 4-5mph below the 40mph speed limit.

6.6.2.5 It is proposed that measures are installed along Tattenhall Road. These are identified on Drg No 1952/01/B and comprise:

(i) Provision of a 'SLOW' marking in the Tattenhall Road carriageway to the north of the proposed Site access,
(ii) Provision of a speed rondel on the Tattenhall Road carriageway, to the south of the proposed Site access,
(iii) Provision of red textureflex on the Tattenhall Road carriageway, between proposed dropped kerb/tactile paving crossing points, to the south of the Site access,
(iv) Upgrade of Tattenhall welcome sign with 'Please Drive Carefully' message to the south of the proposed Site access. Sign to include Glasdon style gate to make it more prominent,
(v) Introduction of speed activated signage to the north of the Site access junction,
(vi) Northward extension of the existing 30mph speed limit (to be funded through a S106 agreement).

It is reasonable to assume that all of these measures will assist in reducing speeds along Tattenhall Road.

6.6.3 Objection 11

6.6.3.1 There a parked cars near to the Appeal Site access that will cause overtaking.

6.6.4 Response 11

6.6.4.1 The Appeal Site access is located on a section of Tattenhall Road where there is little frontage activity. There are stables immediately to the north of the access but these have off-road parking. Consequently, there is a low likelihood of parked vehicles in the immediate vicinity of the Appeal Site access. There are residential properties to the south of the Appeal Site. However, these are about 120m south of the Appeal Site access and would not affect vehicles turning into or out of the Appeal Site access.

6.7 Traffic Flows

6.7.1 Objection 12

6.7.1.1 The traffic counts were undertaken at a time of flooding.

6.7.2 Response 12

6.7.2.1 Figure C1, Appendix C in the TA report (ref 1952/2/B CD 1.16) presents a summary of the traffic count data. The counts were undertaken on 17 October 2024. The highway authority has not raised any concerns about the validity of the count data and, therefore, it is reasonable conclude that the data represents typical conditions.

6.7.3 Objection 13

6.7.3.1 The development will generate up to 330 more vehicles.

6.7.4 Response 13

6.7.4.1 The TA report considers the traffic impact of the development in the AM & PM Peak hours, being the worst-case combination of existing and development generated traffic flows. The estimates of AM & PM peak hour traffic generated by the development are based on an interrogation of the TRICS database, which is an industry standard approach. The resultant estimates of generated traffic have not been disputed by the highway authority.

6.7.4.2 The consequent estimate of traffic (in vehicles) generated by the Appeal development of up to 110 dwellings in the AM and PM peak hours is:

	ARR	DEP	2-WAY
AM	15	43	58
PM	36	22	58.

These estimates are well below the figure of 330 quoted by third parties.

6.7.5 Objection 14

6.7.5.1 The cumulative traffic impact of the Appeal scheme and the proposed Taylor Wimpey scheme on Chester Road has not been tested.

6.7.6 Response 14

6.7.6.1 The Taylor Wimpey planning application (LPA ref 25/02070/FUL) was submitted after the planning application submitted by Gladman (appellant). A review of the Eddisons TA report for the TW scheme shows that their study network overlaps with the AHA study network at:

(i) SJ4: Tattenhall Road/Chester Road,
(ii) SJ5: Chester Road/Burwardsley Road/High Street, and
(iii) SJ6: Rookery Drive/Chester Road.

6.7.6.2 The AHA TA report confirms that traffic generated by the Appeal development will not materially affect the performance of these junctions.

6.7.6.3 Although there is no technical requirement for the appellant to complete detailed modelling of these junctions, I have reviewed the queue survey data that the appellant collected at the junctions. Queues were recorded in 5-minute time intervals and the data provides a very good indication if the junctions are presently operating satisfactorily or under stress.

6.7.6.4 I have reviewed the queue survey data that the appellant collected for the Tattenhall Road/Chester Road junction. The recorded 5-minute spot queues for both the AM and PM peak hours are predominantly zero, with an occasional queue of 1 vehicle, on all approaches to the junction. This provides strong evidence to indicate that the junction is currently working with a high degree of spare capacity. Figure C4, Appendix C in the AHA TA report (ref 1952/2/B CD 1.16) shows that the Appeal development is forecast to add only 17 vehicles to the junction in the AM peak hour and 18 vehicles in the PM peak hour. The Eddisons TA report shows that the TW scheme is forecast to add 30 vehicles to the junction in the AM peak hour and 27 vehicles in the PM peak hour. The combined traffic from the two schemes would represent an increase of less than 1 vehicle per minute on average. Given that the junction is presently operating with a high degree of spare capacity, I am satisfied that this level of increase will not materially alter the operation of the junction.

6.7.6.5 I have reviewed the queue survey data that the appellant collected for the Chester Road/Burwardsley Road/High Street junction. The recorded 5-minute spot queues for both the

AM and PM peak hours are predominantly zero, with an occasional queue of 1 vehicle, on all approaches to the junction. This provides strong evidence to indicate that the junction is currently working with a high degree of spare capacity. Figure C4, Appendix C in the AHA TA report (ref 1952/2/B CD 1.16) shows that the Appeal development is forecast to add only 9 vehicles to the junction in the AM peak hour and 10 vehicles in the PM peak hour. The Eddisons TA report shows that the TW scheme is forecast to add 25 vehicles to the junction in both the AM and PM peak hours. The combined traffic from the two schemes would represents an increase of about 1 vehicle every 2 minutes on average. Given that the junction is presently operating with a high degree of spare capacity, I am satisfied that this level of increase will not materially alter the operation of the junction.

6.7.6.6 I have reviewed the queue survey data that the appellant collected for the Rookery Drive/Chester Road junction. The recorded 5-minute spot queues for both the AM and PM peak hours are zero on all approaches to the junction. This provides strong evidence to indicate that the junction is currently working with a high degree of spare capacity. Figure C4, Appendix C in the AHA TA report (ref 1952/2/B CD 1.16) shows that the Appeal development is forecast to add only 16 vehicles to the junction in both the AM and PM peak hours. The Eddisons TA report shows that the TW scheme is forecast to add 29 vehicles to the junction in both the AM and PM peak hours. The combined traffic from the two schemes would represents an increase of less than 1 vehicle per minute on average. Given that the junction is presently operating with a high degree of spare capacity, I am satisfied that this level of increase will not materially alter the operation of the junction.

6.8 Sustainable Travel

6.8.1 Objection 15

6.8.1.1 The Travel Plan contains factual errors.

6.8.2 Response 15

6.8.2.1 The highway authority has not raised any concerns about the Framework Travel Plan. In any event, if the Appeal development proceeds, there will be a requirement to submit and agree a full Travel Plan at least 3 months prior to occupation of any of the houses.

6.8.3 Objection 16

6.8.3.1 The walking times quoted in the Transport Assessment report are not achievable.

6.8.4 Response 16

6.8.4.1 The walk isochrones presented in the Transport Assessment report have been generated using TRACC software. This adopts a walk speed of 4.8km per hour, which is based on guidance from the Department for Transport.

6.8.5 Objection 17

6.8.5.1 The Appeal development has poor connectivity with the adjacent neighbourhood.

6.8.6 Response 17

6.8.6.1 Third party ownerships do not allow direct connections between the Appeal Site and the neighbouring residential area. However, footway is provided along the east side of Tattenhall Road and Drg No 1952/01/B shows the formation of dropped kerbs and tactile paving on Tattenhall Road, to the south of the Appeal Site access, to assist residents to access this footway.

6.8.7 Objection 18

6.8.7.1 Tattenhall has limited bus services.

6.8.8 Response 18

6.8.8.1 The **No 41 bus service** is routed though Tattenhall. The service operates between Chester and Whitchurch. Services run from Tattenhall (Greenlands) to Chester between 0659 hours and 2014 hours, with return journeys from Chester up until 1900 hours. Trips in the direction from Tattenhall to Whitchurch can be made between 0803 hours and 1811 hours. The latest return journey from Whitchurch to Tattenhall is at 1917 hours.

4.3.2.2 The No 41 service operates at about an **hourly frequency** to/from Chester and to/from Whitchurch. The frequency and time range within which the service operates would allow Appeal Site residents, that work in Chester or Whitchurch, to commute by bus.

6.8.8.3 In addition, **Your Bus** is a borough wide 'Dial a Ride' minibus service operated by Changing Lives Together (CLT). Your Bus is designed to help people to complete medical appointments, shopping trips, social activities, or visiting friends and family. The service operates with a fleet of eight new minibuses, fully accessible with space for wheelchair users. The service operates from 1000 to 1500 hours, Monday to Friday.

6.8.9 Objection 19

6.8.9.1 A safe cycle route is not proposed.

6.8.10 Response 19

6.8.10.1 Figure C1, Appendix C in the TA report (ref 1952/2/B CD 1.16) presents the recorded AM & PM peak hour traffic flows (2-way) along Tattenhall Road, being:

(i) AM peak hour (0800-0900): 196 vehicles, and
(ii) PM peak hour (1645-1745): 181 vehicles.

6.8.10.2 This confirms that there are low levels of vehicular traffic using Tattenhall Road, being around 3 vehicles per minute on average.

6.8.10.3 All residents cycling to/from the proposed development must use Tattenhall Road. Appeal Site residents will emerge into a section of Tattenhall Road subject to a 30mph speed limit. However, a speed survey of Tattenhall Road shows that average vehicle speeds are about 3-4mph higher than the current 30mph speed limit. The applicant proposes a package of measures to reduce vehicle speeds along Tattenhall Road, which, together with low vehicle flows, will help to create a better cycling environment. It is proposed that the current 30mph speed limit is extended northwards. This is to be complemented by a package of speed reduction measures along Tattenhall Road including vehicle activated signage. The measures are shown on Drg No 1952/01/B.

6.8.11 Objection 20

6.8.11.1 There is a lack of sustainable travel methods.

6.8.12 Response 20

6.8.12.1 It is demonstrated that there is a good range of local amenities in Tattenhall that will meet many of the everyday needs of Appeal Site residents. Almost all of the amenities are located within 1200m of the Appeal Site and this distance can easily be covered on foot or by cycle.

6.8.12.2 Tattenhall is served by the No 41 bus service, which offers frequent travel to Chester and Whitchurch. The service is operational during typical workplace start and finish times in Chester and Whitchurch, which offers the potential to complete commuter trips by bus.

6.8.13 Objection 21

6.8.13.1 There are very few businesses in Tattenhall and most people will drive to work.

6.8.14 Response 21

6.8.14.1 Census data shows that 70% of residents in Middle Super Output Area Cheshire West and Chester 046, in which the Appeal Site is located, drive to work. The Travel Plan sets a target of reducing private car travel by 10%, compared to the 'business as usual', between 0700-1900 hours. The TP sets out a package of measures to help meet this target.

6.8.14.2 Tattenhall is served by the No 41 bus service, which offers frequent travel to Chester and Whitchurch. The service is operational during typical workplace start and finish times in Chester and Whitchurch, which offers the potential to complete commuter trips by bus.

6.9 Other

6.9.1 Objection 22

6.9.1.1 Local roads are prone to flooding.

6.9.2 Response 22

6.9.2.1 CWaC highways officers have not raised any concerns about surface water on local roads. In any event, this would be a maintenance issue for which CWaC would be responsible as the local highway authority.

6.9.3 Objection 23

6.9.3.1 Local roads suffer with pot holes.

6.9.4 Response 23

6.9.4.1 CWaC highways officers have not raised any concerns about pot holes. In any event, this would be a maintenance issue for which CWaC would be responsible as the local highway authority.

6.10 Summary

6.10.1 I have considered the highways/transportation issues raised by third party objectors to the Appeal development. I conclude that the highways/transportation issues raised by third parties do **not** provide a reason for refusal of planning permission.

7 Summary & Conclusions

7.1 I am appointed by Gladman Developments Ltd for the Appeal against the non-determination of the application by the planning authority Cheshire West & Chester (CWaC) for the residential development proposed in the planning application ref **25/01764/OUTM**. My involvement with the Appeal proposal commenced pre-application.

7.2 The appellant submitted a planning application to CWaC for:

"**Outline planning application for the erection of up to 110 residential dwellings (including affordable housing), introduction of structural planting and landscaping, public open space, sustainable urban drainage system and associated works (all matters reserved except for access).**"

7.3 The CWaC Statement of Case (SoC) sets out two putative reasons for refusal had the application been determined. Neither of the putative reasons for refusal relate to highways or transport. Indeed, the CWaC clarify in paragraph 1.7 of their SoC that:

"*To clarify, as detailed within Appendix A, the Council* ***raises no objection*** *to the proposed development on* ***highways grounds (including access)*** *and does not contend that the identified harm to character and appearance is such that it warrants consideration as a matter in dispute within this appeal.*" (my emphasis).

7.4 Appendix A of the CWaC SoC is the Council's Officer Report which would have formed the basis of the Council's assessment had the application been determined. In para 5.3, the Officer Report confirms that the Highways Officer has:

"***No objection*** *subject to conditions and a financial contribution towards local pedestrian and highways improvements.*" (my emphasis).

7.5 Policy Context

7.5.1 I have considered the following policy documents relevant to the Appeal Site:

(i) National Planning Policy Framework (NPPF), August 2026,
(ii) Cheshire West and Chester Local Plan (2015-2030),
(iii) Cheshire West and Chester Local Transport Plan 4 (2011-2026).

7.5.2 The latest NPPF was released in August 2026 and this post-dates the planning application submission and the transport documents that accompanied the application. I have reviewed

the current NPPF and consider that the following decision-making transport policies are relevant to the Appeal development.

(i) TR3: Locating Development in Sustainable Locations;
(ii) TR4: Street Design, Access and Parking;
(iii) TR6: Assessing Transport Impacts; and
(iv) TR8: Public Rights of Way.

7.5.3 Part 2 of Policy TR3 advocates the use of the Department for Transport 'Connectivity Tool'. I have undertaken this assessment and the results are out in Chapter 4 of my Evidence.

7.5.4 I also consider that the following policies in the CWaC Local Plan are relevant:

(i) STRAT 1: Sustainable development; and
(ii) STRAT 10: Transport and accessibility

7.5.5 I have carefully considered the NPPF and CWaC Local Plan policies in Chapter 2 of my Evidence. I am satisfied that the Appeal development meets all of the transport policy requirements at national and local level.

7.6 Existing Conditions: Tattenhall Road

7.6.1 I have demonstrated that a range of data has been collected to form a clear understanding of the current operating conditions along Tattenhall Road. This includes:

(i) Topographical survey,
(ii) Traffic flows,
(iii) Vehicle speeds, and
(iv) Accident statistics.

This data provides the context in which to consider access for the development.

7.6.2 From data I have collected, I conclude:

(i) Tattenhall Road is sufficiently wide enough to accommodate two-way vehicle working,
(ii) Traffic flows are low, being only just over three vehicles per minute on average in the AM and PM peak hours,
(iii) Average vehicle speeds are vehicles are about 3-4mph above the speed limit.
(iv) There have been no recorded accidents in the vicinity of the Appeal Site in the last 5 years.

7.7 Proposed Access Arrangements

7.7.1 The appellant seeks the determination of access.

7.7.2 The scheme is to be served by an access point formed on Tattenhall Road. This is presented on Drg No 1952/01/B.

7.7.3 PICADY modelling confirms that the proposed priority-controlled junction is predicted to operate with a very high degree of spare capacity and negligible queues/delays in the year 2030 AM & PM peak hour With Development situations.

7.7.4 I have demonstrated that the proposed access point:

(i) Satisfies the visibility requirements for the identified Design Speeds and advice in the Design Manual for Roads and Bridges;
(ii) Offers appropriate provision for all users;
(iii) Can accommodate the tracking movements of a refuse vehicle;
(iv) Has sufficient operational capacity to cater for existing and Appeal generated traffic demands.

7.7.5 This conclusion is endorsed by highways officers at CWaC, who have not raised an objection.

7.7.6 Overall, I am satisfied that a safe and suitable access to the Site can be achieved from Tattenhall Road for all highway users. I am also satisfied that the proposed works on Drg No 1952/01/B meet the tests of Policy TR6 the National Planning Policy Framework (2026) and Policy STRAT 10 of the CWaC Local Plan. I conclude that there is no technical reason to prevent development for highway safety reasons.

7.8 Sustainable Travel

7.8.1 I have demonstrated that there are a range of local amenities in Tattenhall that will meet many of the Appeal resident's everyday needs. Almost all of the amenities are located within a 15-minute walk of the Appeal Site. There are a range of walk routes available to residents depending on the location of the amenity they wish to access. Most walk routes are along residential roads which have footways and lighting.

7.8.2 All of the local amenities are well within a short cycle ride of the Appeal Site. It is demonstrated that Tattenhall Road carries very low levels of traffic even in the peak hours. The speed limit of Tattenhall Road is 30mph. The applicant proposes a package of measures to reduce vehicle speeds along Tattenhall Road that will help to create an improved environment for cycling.

7.8.3 The No 41 bus service operates in Tattenhall. This offers frequent travel to Chester and Whitchurch. The No 41 bus service times coincide with typical workplace start and finish times in Chester and Whitchurch, which offers the potential to complete commuter trips by bus. The service also offers travel to Bishop Heber High School in Malpas. Additionally, Your Bus offers a community transport option for trips to/from local centres and facilities in Cheshire West and Chester.

7.8.4 I am satisfied that genuine sustainable travel options are available to residents of the Appeal Site. This is in accordance with the aims of local policies and national policy in NPPF.

7.9 Traffic Impact

7.9.1 The TA report considers the traffic impact of the Appeal development at the following junctions:

REF	JUNCTION	CONTROL
SJ1	Site/Tattenhall Road	priority control 'T' junction;
SJ2	Tattenhall Road/Newton Lane	priority control crossroads junction;
SJ3	Tattenhall Road/Oaklands Avenue	priority control 'T' junction;
SJ4	Tattenhall Road/Chester Road	priority control 'T' junction;
SJ5	Chester Road/Burwardsley Road/High Street	priority control 'T' junction;
SJ6	Chester Road/Rookery Drive	priority control 'T' junction.

7.9.2 The TA report demonstrates that the Appeal development will add fewer than 30 vehicles (2-way) to SJ3-SJ6 in the AM and PM peak hours. It is reasonable to conclude that the traffic impact at these junctions is not material.

7.9.3 PICADY modelling has been completed of the Tattenhall Road/Newton Lane junction for year 2030. This confirms that the priority-controlled crossroads junction is predicted to operate with a high degree of spare capacity and negligible queues/delays in the year 2030 AM & PM peak hour Base and With Development situations.

7.9.4 I am satisfied that the addition of traffic generated by the Appeal development at the Tattenhall Road/Newton Lane has an imperceptible effect on junction performance.

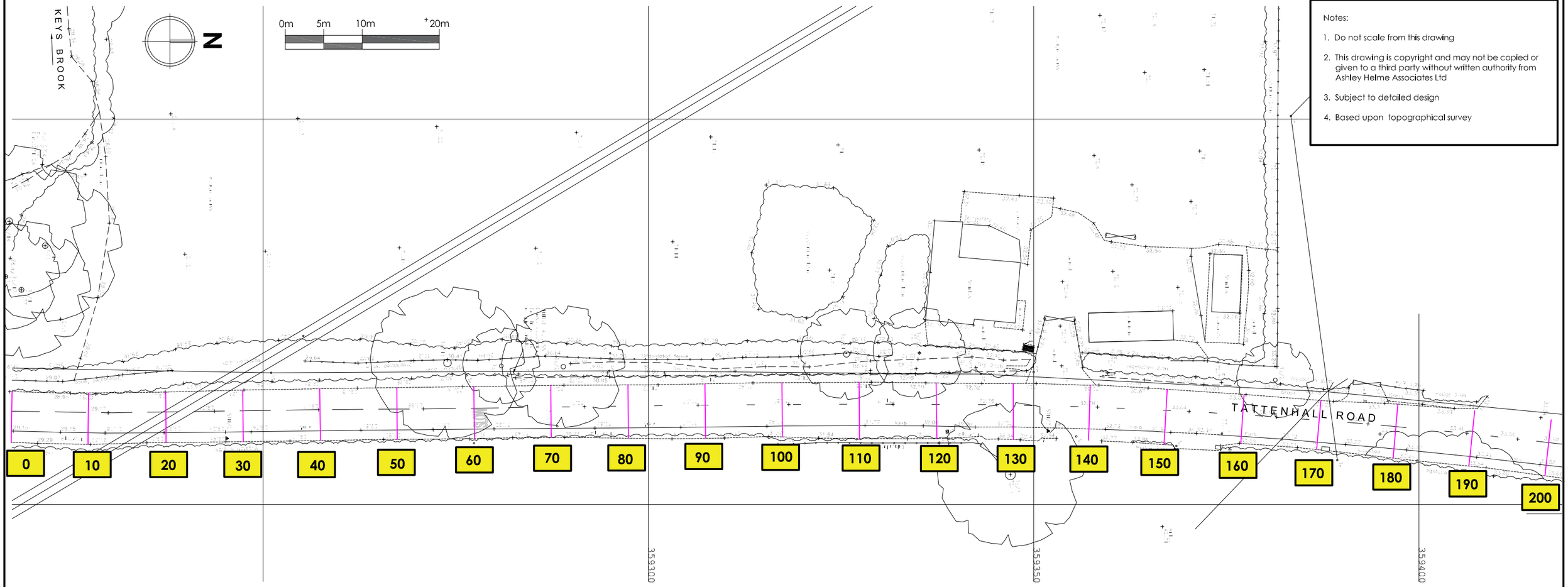
7.10 Third Party Objections

7.10.1 I have considered the highways/transportation issues raised by third party objectors to the Appeal development. I conclude that the highways/transportation issues raised by third parties do **not** provide a reason for refusal of planning permission.

7.11 Conclusion

7.11.1 I have carefully considered highways/transportation issues relating to the Appeal development and conclude that the Appeal development is in accordance with local and national policy and that there are **no** highways/transportation reasons for refusal of planning permission.

A Figure 3.1:
Tattenhall Road Carriageway & Footway Widths



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Tattenhall Road																						
Chainage (m)	0	10	20	30	40	50	60	70	80	90	100	110	120	130	140	150	160	170	180	190	200	**Average**
Carriageway width (m)	5.1	5.2	5.2	5.4	5.5	5.5	5.5	5.6	5.6	5.6	5.6	5.6	5.6	5.6	5.7	5.6	5.5	5.4	5.8	6.0	5.9	**5.5**
Footway East Side (m)	1.5	1.5	1.3	1.3	1.3	1.2	1.2	1.2	1.4	1.5	1.4	1.6	1.6	1.6	1.5	1.6	0.9	1.0	1.2	1.2	1.4	**1.4**

Project	TATTENHALL ROAD, TATTENHALL	Title	EXISTING CARRIAGEWAY & FOOTWAY WIDTHS	Drawing No	FIGURE 3.1
Client	GLADMAN DEVELOPMENTS LTD		TATTENHALL ROAD	Date	OCTOBER 2026
				Rev	
				Scale	1:500@A3

ASHLEY HELME ASSOCIATES

Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE

B Drg No 1952/01/B:

Appeal Site Access Arrangements

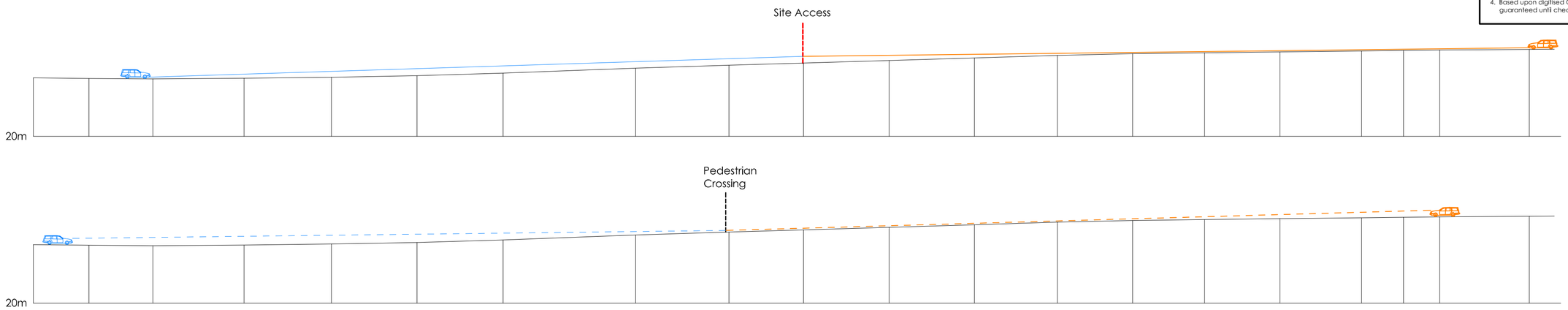
0m 5m 10m 15m 20m 30m 40m 50m

VERTICAL ALIGNMENT

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

Notes:

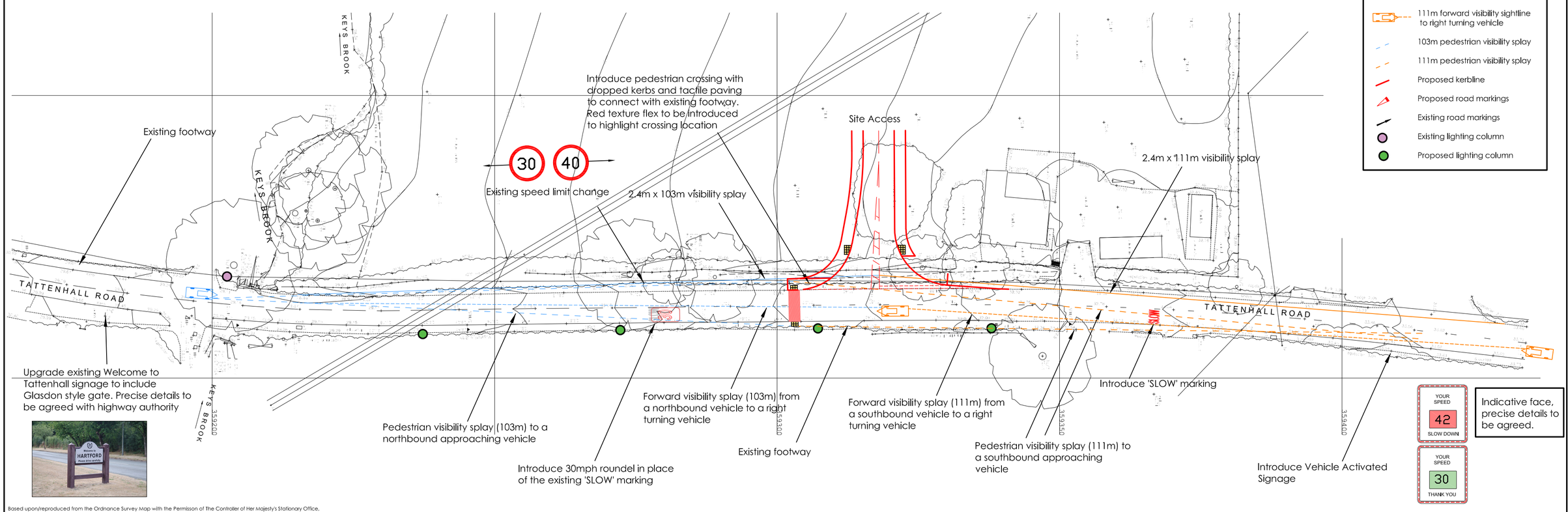
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N

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.

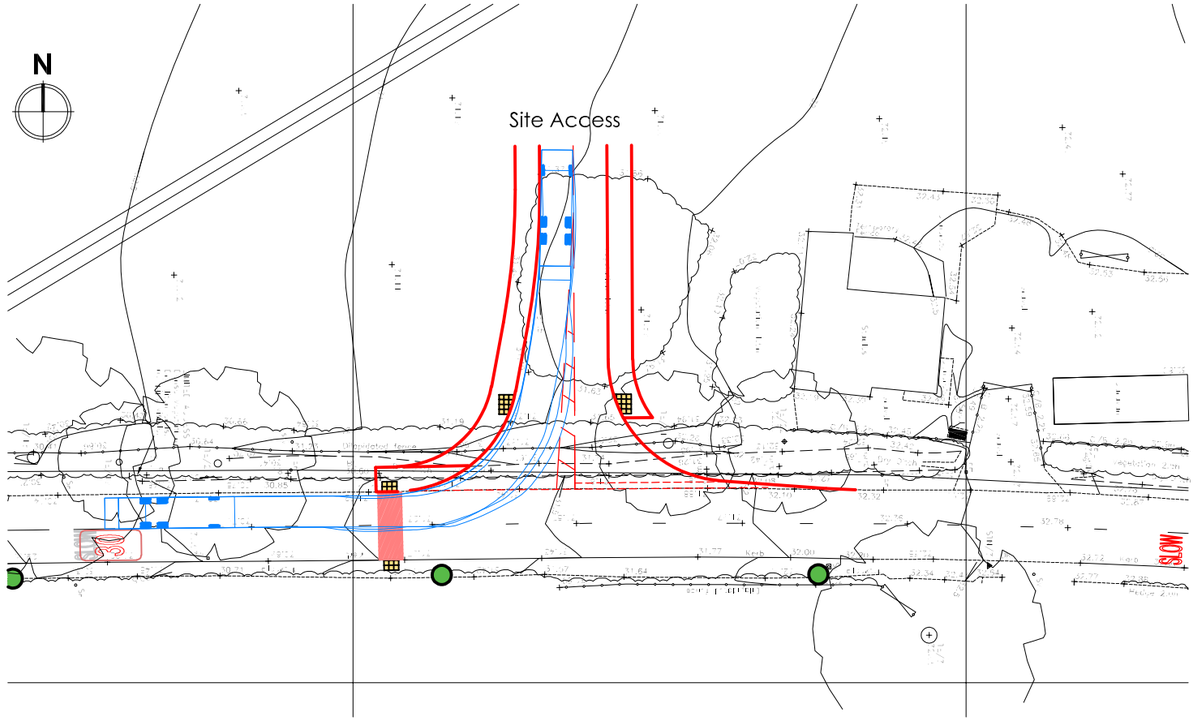
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Project: LAND OFF TATTENHALL ROAD, TATTENHALL	Title: PROPOSED SITE ACCESS ARRANGEMENTS	Drg No: 1952/01	Rev: B
Client: GLADMAN DEVELOPMENTS LTD		Date: JANUARY 2026	Scale: 1:500@A2

ASHLEY HELME ASSOCIATES

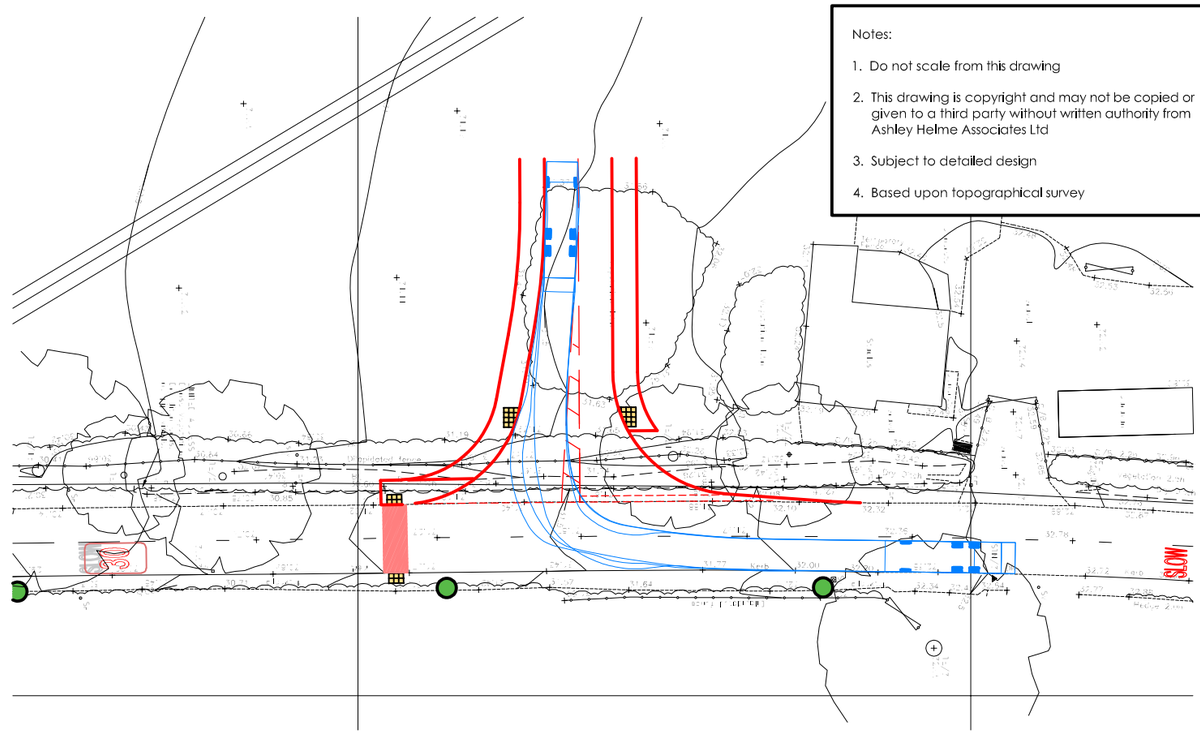
Telephone 0161 972 0552
Email aha@ashleyhelme.co.uk
Website www.ashleyhelme.co.uk
Address 76 Washway Road, Sale, Manchester, M33 7RE

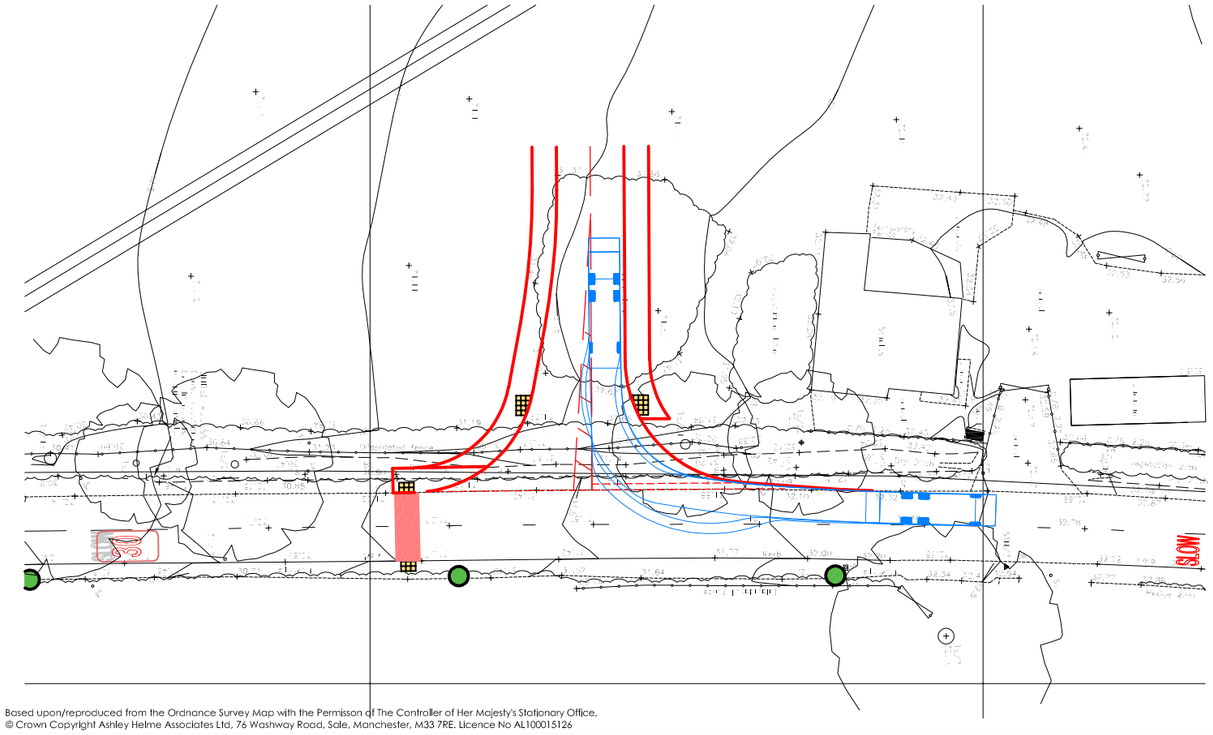
C Drg No 1952/SP/01/A:
Swept Path Analysis Refuse Vehicle

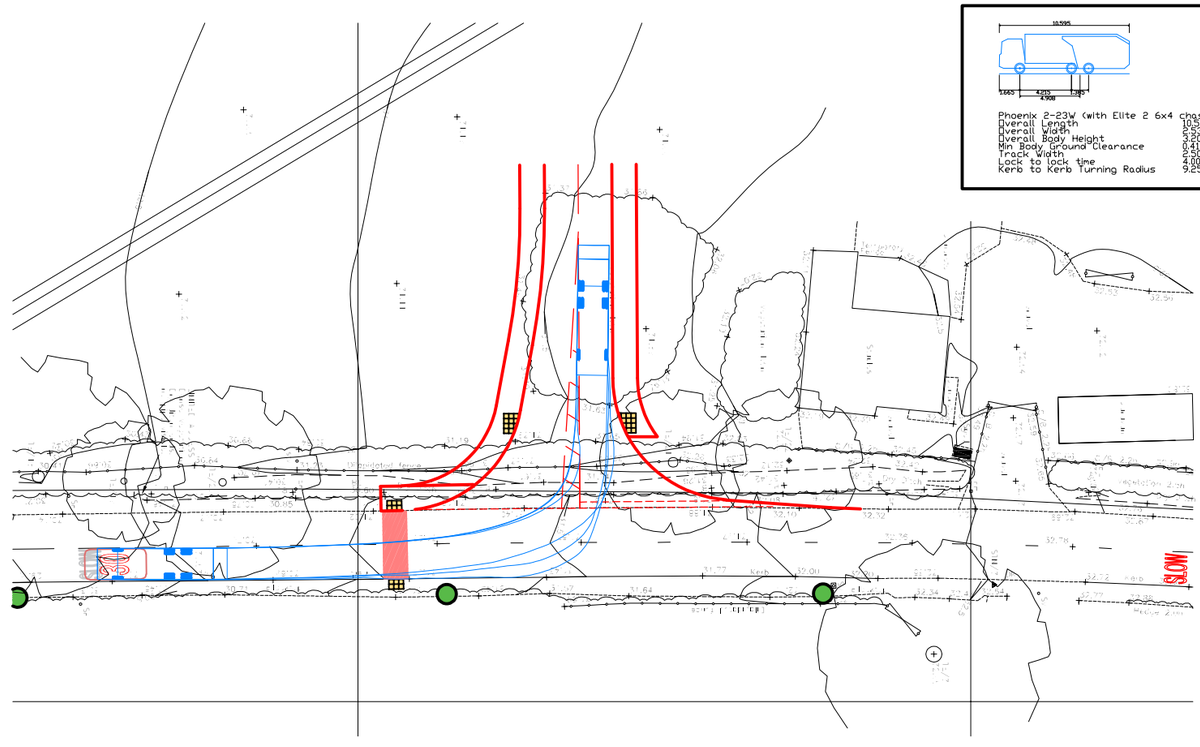


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Phoenix 2-23W (with Elite 2 6x4 chassis)	
Overall Length	10.595m
Overall Width	2.530m
Overall Body Height	3.220m
Min Body Ground Clearance	0.410m
Track Width	2.300m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.250m

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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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