

Ashton Hayes & Horton-Cum-Peel Parish Council

Planning Application Review Checklist – v1.0 8/17

Planning Application Overview For CWaC

Planning Application Number : 26/00373/OUT

Date Received by PC : March 2026

Due Date: 19/03/26

Address of Property: Land at Ashton Lane, Ashton Hayes, Chester

Planning Outline:

Erection of up to 16 no. dwellings (C3) and all associated infrastructure works.

- The application is for Outline planning to construct 16 houses on the Green Belt land adjacent to Estone Place, and opposite the AHSRA field.
- The planning is Outline with many matters reserved for later submission. This includes but is not limited to layout of site, design of properties, access to site, green space provision, waste disposal etc.
- The housing makeup is proposed as 9x market + 7x social/affordable housing. This is a higher social housing quota than normal, due to the land being now considered as Grey Belt.
- The surface water is proposed to go to a sustainable drainage system (SUDs) and house water to the main sewer nearby. It is unclear as to what will happen with roof rainwater.
- The site is currently agricultural grassland bounded by hedges on 3 sides and a wire fence. There is an access gateway and roadway adjacent to Estone Place. The roadside hedge has recently been significantly cut back to lower it. The land inside the site by the roadway is higher than that of the houses in the adjacent Estone place and 4-6ft above the level of the road.

Parish Council Commentary

Background:

Ashton Hayes Parish Council (PC) has not been previously contacted re this development by the applicant, as stated in their application, nor have some of the neighbouring properties. Given the tight timescales for comments to be submitted by 19/03/26, there has been no opportunity to consult the wider village. Action is in hand to advise the village of this proposed development and to obtain the community views. This response is therefore that of the PC based on the details provided at this time, further comments may be forthcoming over the next few weeks including direct comments to CWaC from residents.

CWaC position re the local plan

CWaC had on its approved local plan sufficient housing provisions for the next 7 years. However, the new government National Planning Policy Framework (NPPF) has increased the requirements on CWaC to provide housing land now for 10,000+ homes. This leaves the current CWaC plan with only c.1.9 years provision. CWaC are developing a new plan but this is a year or so away. The consequence is that CWaC are thus considered by the Government to be in default, such that previous Green Belt rules do not fully apply, in relation to Exceptional Developments in Green Belt areas. This contributes to the area of land affected, being claimed to be Grey Belt.

In this situation CWaC have advised that they would find it difficult to refuse housing in this area for the above reasons unless some other material items were relevant. If they refused permission on these grounds, then this application may well go through if it went to appeal. CWaC have this situation across the borough and have indicated that they have a backlog of applications for some 15,000 houses.

Another impact of this situation is that whereas previously development applications were to be considered against proven local demand, now because of the above they must be considered against Cheshire West overall demand.

Ashton Hayes & Horton-cum-Peel Neighbourhood Plan (NP)

The approved AH NP runs from 2016-2036. The initial plan period was extended by the PC to align the scheduled plan review with the new CWaC local plan, which is being prepared. The PC consider that the NP is still applicable to the AH community, as is evidenced by community feedback and engagement, and its effectiveness in reviewing other planning applications. It reflects the aspirations and criteria developed through detailed consultation with the stakeholders at the time of its formal acceptance. It is relevant both to develop and conserve important aspects of the village, whilst addressing residents' aspirations and concerns.

The NP supports appropriate housing development when evidenced against clear local demand. Although it deliberately does not state specific sites, it clearly lays out criteria and design guides as to how sites should be planned and developed, to support the character of the whole village environment, rather than just the immediate surroundings.

AH Parish Council acknowledge the CWaC planning issues and accept in line with the AH NP that the development should go ahead. However, this should be conducted in such a way that it addresses the reasoned requirements of the residents of the parish as defined and agreed in the AH NP.

The NP aligns well with the new government NPPF planning requirements, in that new developments should not only proceed but also should enhance the environment and the character of an area.

Proposed Conditions

Date: 09/03/26

AH PC propose the following conditions be formally applied to planning application 26/00373/OUT. The PC is available and willing to work with the applicant and CWaC to refine the application and these conditions for the benefit of the community. Assuming these matters can be satisfactorily addressed at this stage then the PC do not object (whilst awaiting community input) to this application. The ratings below assume that the essence of what's proposed can be formally agreed to establish a sound base on which to move forward. These conditions would reduce (as per the NP) the impact from Very Adverse (VA) to Neutral (N) avoiding many concerns of the residents of the parish.

The proposed Conditions are as below with their link to specific policies detailed further down:

- **Policy E1, H2 and H4;** That the entrance to the village be kept in character, by ensuring that the rooflines of the properties align with adjacent properties and thus relative to road level.
- **Policy E1 and H2;** That the entrance and exit from the site be via Estone Place which has very good road access, excellent visibility, established footways and is well within, rather than just within the 20 mph zone. This will be safer whilst keeping traffic levels within Estone Place lower than on other nearby access roads to housing e.g., Peel Hall Lane, The Meadows, Pentre Lane etc.
- **Policy E1, E2, E3 and H2;** That the hedgerow and green spaces within the site become protected Green Spaces as well as others in the Neighbourhood Plan, and that they are appropriately maintained with a clear legal owner who is responsible for their ongoing protection and maintenance. Also, that the woodland at the back be designated as a Local Green Space
- **Policy E1 and E3;** That the development is positioned back from the main road and separated by a wooded green space.
- **Policy E5;** That commitments are obtained by the applicant from United Utilities, that ensures that the extra houses do not increase existing wastewater flooding discharges at the pumping station.
- **Policy E5;** That a binding commitment is sought regarding the lighting criteria. Specifically, this will be installed as stated and incorporated into the deeds of the individual properties.
- **Policy H1;** Given the potential impacts on the Local Character of AH, that the PC are consulted such that community engagement is established re the site layout such that the best solution can be found for the benefit of existing and new residents of the village.
- **Policy H1;** That social housing is made attractive to local AH residents and their immediate family to whom priority should be given both initially, and as and when social housing becomes vacant.
- **Policy H4;** To ensure the houses are truly affordable, particularly in terms of running costs, which have the greatest impact on residents, then it is recommended that they include solar PV, batteries and EV charging points such that they can benefit from cheaper overnight electricity and daytime energy savings. This approach also makes the use of heat pumps for heating a much cheaper option to heat the properties, again improving their affordability and the wellbeing of their residents. This is also in line with the Village aspirations to become carbon neutral. There is substantial experience, expertise, and examples in the parish to input to this. Also, government grants make this much more affordable at the time of construction. At very worst the houses should be designed with heating systems designed for easy subsequent green retrofitting e.g., designed with adequate capacity pipework and hot water tanks.
- **Policy C1;** As the development relies in part on access to this facility, then provision should be made via section 106 for monies to be made available to AHSRA for the additional ongoing wear and tear of these non-council facilities. In addition, a safe crossing point should be installed on Ashton Lane to provide safe access to the AHSRA facilities.
- **Policy T1;** Section 106 monies should be secured for improvements to the A54 junction from Ashton Lane to reduce the risk of further accidents due to the increased amount of traffic generated by the development. This to include a safer crossing for the residents using the bus service and improvements to the footpath leading to the junction as well as changes to the present layout to make it safer.

Policy Reference	Policy Subject	Impact Assessment Categorisation
	Built & Natural Environment	
E1	Local Character	VA but with conditions could be N
E2	Local Green Spaces	P
E3	Green Environment	P
E4	Carbon Reduction / Renewable Energy	N/A
E5	Pollution & Sustainability	VA but with conditions would be N
	Housing	
H1	Local Housing Need	N
H2	Location of Rural Exception Sites	P
H3	Location of Housing For The Elderly	N/A
H4	Design of New Housing Development	N
	Community Facilities, Amenities & Social Welfare	
C1	Existing Community Facilities & Services	A but with conditions would be N
C2	New Community Facilities & Services	N/A
	Business & Employment	
BE1	Premises Provision	N/A
BE2	Local Employment Opportunities	N/A
	Transport & Infrastructure	
T1	Public Transport Improvements	N

Impact Assessment categorisation

Very Adverse VA	Adverse A	Neutral N	Positive P	Very Positive VP	Not Applicable NA
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4.1 Local character

Policy objective - To protect and maintain the local character of the area.

Policy E1 – Local character	Impact
<p>New development will be supported where it is designed and positioned so as to respect the built environment of the village and its rural setting as expressed in the Ashton Hayes Character Statement (see 2.5), including where appropriate:</p> <ul style="list-style-type: none"> respecting and enhancing the distinctive qualities of the landscape in which it would be situated, including the special characteristics identified in landscape character assessments by the local planning authority; conserving the sense of compactness of the village and the unobtrusiveness of its existing developments; designs and layouts which respect the predominant village grain and the external architectural characteristics of nearby buildings; being in accordance with the local planning authority's current design standards; protecting the valued rural views identified in the neighbourhood area character assessment; and conserving hedgerows, which are typically managed to be taller than is general across Cheshire. 	<p>VA>N</p> <p>VA>N</p> <p>N/A</p> <p>N/A</p> <p>N/A</p> <p>A>N</p>

Additional Comments
<ul style="list-style-type: none"> The site is currently agricultural grassland bounded by hedges on 3 sides and a wire fence and access gateway to a roadway in to Estone Place. The roadside hedge has recently been severely cut down to lower it. The land inside the site by the roadway is higher than that of the houses in the adjacent Estone place, and 4-6ft above the level of the main road through the village. The AH NP refers, via defined criteria, to new housing development including green space, being set back away from the road through the village to maintain the character of the village to those passing through. This can be achieved by houses nearest the road being setback as far as possible and separated from this busy main road, by green space both to reduce the visual impact of the development, and importantly to reduce external noise levels in the properties for the benefit of the occupant's wellbeing. The application proposes to cut out a significant section of hedge for a new entranceway to the site; this will increase the visual impact and degree of urbanization.

Conclusions:	Impact VA>N
<ul style="list-style-type: none"> That the entrance to the village be kept in character, by ensuring that the rooflines of the properties align with adjacent properties and thus relative to road level. That the houses should be set back within the site with the green space adjacent to the road That the entrance and exit from the site be via Estone Place which has very good road access, excellent visibility, established footways and is well within, rather than just within the 20 mph zone. This will be safer whilst keeping traffic levels within Estone Place lower than on other nearby access roads to housing e.g., Peel Hall Lane, The Meadows, Pentre Lane etc. That the hedgerow and green spaces within the site become protected Green Spaces as per others in the Neighbourhood Plan, and that they are appropriately maintained with a clear legal owner who is responsible for their ongoing protection and maintenance. 	

4.2 Green environment

Policy objective - To protect and maintain the local green environment and its accessibility.

Policy E2 – Local Green Spaces

The sites shown on the map of Local Green Spaces are designated as Local Green Space where new development shall not be permitted other than in very special circumstances. These are:

- LGS1 Brine's Brow
- LGS2 Andrew's Wood
- LGS3 Ashton Brook railway embankment
- LGS4 Grass triangle at eastern end of Peel Hall Lane
- LGS5 Green in Peel Hall Crescent
- LGS6 Green in Brookside
- LGS7 Grass bank along Church Road
- LGS8 Village Hall playing field
- LGS9 Cricket ground
- LS10 Green triangle at western end of Grange Road.

Impact

Additional Comments

- The AH NP refers, via defined criteria, to new housing development including green space, being set back away from the road through the village to maintain the character of the village to those passing through. This can be achieved by houses nearest the road being setback as far as possible and separated from this busy main road, by green space both to reduce the visual impact of the development, and importantly to reduce external noise levels in the properties for the benefit of the occupant's wellbeing.
- It is a concern that the new housing may have some adverse impact on the wildlife in the adjoining woodland. Some measures have been proposed in the application to mitigate the adverse impact but these need to be formalized at this stage to ensure they survive detailed planning considerations.

Conclusions:

- That the green space and hedges on the site are designated by CWaC as new Local Green Spaces.
- That the woodland at the back be designated as a Local Green Space

Impact: P

Policy E3 – Green environment

Planning applications shall be supported which, where appropriate:

- enhance existing habitats and biodiversity, including the planting of native trees and hedgerows on their boundary;
- encourage and support the creation of new habitats;
- establish effective wildlife corridors between existing and new habitats in conjunction with landowners;
- enhance access by providing easy and safe pedestrian and cycle routes consistent with protection of habitats and biodiversity; and
- create additional green space.

Planning applications should, where appropriate, be supported by ecological surveys of the site and surrounding area and proposed mitigating actions to address any adverse impacts.

Impact

P
N
N/A

P

Additional Comments

- The AH NP refers, via defined criteria, to new housing development including green space, being set back away from the road through the village to maintain the character of the village to those passing through. This can be achieved by houses nearest the road being setback as far as possible and separated from this busy main road, by green space both to reduce the visual impact of the development, and importantly to reduce external noise levels in the properties for the benefit of the occupant's wellbeing.
- It is a concern that the new housing may have some adverse impact on the wildlife in the adjoining woodland. Some measures have been proposed in the application to mitigate the adverse impact, but these need to be formalized at this stage to ensure they survive detailed planning considerations.

Conclusions:

Impact: A>P

- That the green space and hedges on the site are designated by CWaC as new Local Green Spaces. Including the roadside hedge which would otherwise be fragmented by the proposed new entrance.
- That the development is positioned back from the main road and separated by a wooded green space.

4.3 Carbon reduction

Policy objective - To contribute to the community aspiration of achieving carbon neutrality.

Policy E4 – Renewable Energy	Impact
<p>The installation of community renewable energy generation will be supported where the following criteria are met:</p> <ul style="list-style-type: none">• the generation facilities will result in a significant reduction in community carbon emissions over their lifetime;• ownership of the renewable energy generation facilities are negotiated by the community, through Ashton Hayes Community Energy (AHCE) or its successors, who will agree the selection of technology, location and appearance;• funding is negotiated by Ashton Hayes Community Energy (AHCE) or its successors;• the business case for each facility is sound, and is reasonably required to meet community objectives; and• each facility is installed in such a way that land can be used and subsequently returned to its existing use over time, as more efficient technologies are developed. <p>Where appropriate selection of suitable locations for such facilities is based on choosing sites:</p> <ul style="list-style-type: none">• of low ecological value and wildlife impact;• where land requirement can be minimised by adopting less space intensive technologies;• where the land can be shared by renewable energy facilities and some agricultural use as appropriate;• where the noise, smell and visual appearance of the installations are minimised such that they do not cause unacceptable nuisance; and• where on-site compensatory measures can be and are taken for any residual impact.	

Additional Comments

Conclusions:

Impact:

4.4 Pollution & sustainability

Policy objective - To ensure that existing pollution levels do not increase and to help mitigate existing and future levels of pollution by supporting access to local services and local employment.

Policy E5 – Pollution & sustainability	Impact
<p>Where appropriate development proposals should take effective measures to minimise pollution by:</p> <ul style="list-style-type: none">• reducing the risk of pollution of groundwater, through considering the vulnerability of the land and proposing suitable mitigation measures to be employed;• reducing vehicle travel miles by encouraging use of cycle ways and footpaths;• supporting changes of land or building use which encourage local food production for local consumption; and• minimising light pollution and ensuring that lighting has no significant detrimental impact beyond the area to be specifically lit.	<p>VA N N/A N</p>

Additional Comments

- The applicant has stated that all wastewater will go into the main sewer outside the site. This drains to the wastewater pumping station down by Gongar Brook. This pumping station is fully loaded such that at times of storms or when under heavy load the system cannot cope and overflows into the brook causing pollution problems. These are logged at the Environment Agency. This has occurred several times over the last few years and despite the station being overhauled and regularly maintained by UU, it still occurs. UU after various investigations and escalations have stated that they have no plans to upgrade or augment the current facility.
- The applicant has indicated that wildlife impacts from external lighting would be controlled via movement sensors and set such that does not shine or spill onto nearby woodland or hedges.
- To ensure the houses are truly affordable particularly in terms of running costs which have the greatest impact on residents, then it is recommended that they include solar PV, batteries and EV charging points such that they can benefit from overnight cheaper electricity and daytime energy savings. This approach also makes the use of Heat Pumps for heating a much cheaper option to heat the properties, again improving their affordability and the wellbeing of their residents. This is also in line with the Village aspirations to become carbon neutral. There is substantial experience, expertise, and examples in the parish to guide this.

Conclusions:

Impact: VA > N

- That commitments are obtained by the applicant from United Utilities, which ensures that the houses do not increase the existing flooding risk in the area including that of wastewater discharges.
- To be meaningful and enforceable, then a binding commitment is sought that the lighting criteria will be incorporated into the deeds of the individual properties.

4.5 Local housing need

The plan area is governed by CWaC's Local Plan along with wider and national planning policy. The area is washed over Green Belt, which highly restricts any new residential development. Generally new development is restricted to dwellings associated with agriculture or forestry, conversion of existing buildings, limited infill or small scale exception sites - predominantly for affordable housing. New housing development in the plan area can only usually be achieved through the Rural Exception Sites policy of the CWaC Local Plan. Schemes must be supported by an up to date housing needs survey of residents.

Policy objective - To ensure that the provision of rural exception site housing as far as possible meets the needs of the plan area and is led by the community.

Policy H1 – Local housing need	Impact
<p>Residential development that is proposed in accordance with the Rural Exception Sites policy of Cheshire West and Chester Local Plan (Part One) is supported in the following circumstances.</p> <ul style="list-style-type: none"> • Where it clearly meets the properly evidenced eligible need of the plan area at the appropriate time of the need; and • Where a significant proportion of the market housing permitted by Local Plan Policy SOC2 is appropriate for meeting the evidenced needs of the elderly within the neighbourhood area. <p>Planning applications for residential development led by the community through a community development organisation (such as a community land trust (CLT)) or in partnership with the applicant will be supported.</p>	<p>N</p> <p>N/A</p>

Additional Comments

- The community has not been formally engaged via the PC to establish local needs, nor the potential to establish a community land trust.

Conclusions:

Impact: N

- Given the above it is asked that the PC are consulted such that community engagement is established re the site layout such that the best solution can be found for the benefit of the existing and new residents of the village.
- That social housing is made attractive to local AH residents and their immediate family to whom priority should be given both initially and as and when social housing becomes vacant.

4.6 Location of new development

Any new housing development in the plan area and permitted as a rural exception site by the Local Plan must be located within or directly adjacent to Ashton Hayes village. Schemes must be modest and in keeping with the form and character of the settlement and local landscape.

Other residential development can occur in very limited cases such as infill, new agricultural workers' dwellings or the re-use of redundant buildings. This policy deals with rural exception sites as the other cases identified arise out of existing and specific locations.

Policy objective - To ensure that new development is located in places which do not adversely affect the character of the plan area, i.e. schemes must be modest and in keeping with the form and character of the settlement and local landscape setting.

Policy H2 – Location of rural exception sites

Planning applications for the development of rural exception sites shall be supported which are delivered through extension of the existing settlement on sites not located adjacent to the key roads identified in section 2.5.4 of the Ashton Hayes character statement. Where sites can only be provided adjacent to the key roads they should include provisions for an open space buffer and appropriate screening between the development and the key road.

Impact

Additional Comments

- The application proposes to install houses close to the road on raised land. If this occurs, then the development will dominate the approach to the village and substantially impact the local character of the village.
- The application proposes a new entrance to the site from Ashton Lane, removing a section of hedge for the road, visibility splays, and footway access.

Conclusions:

Impact VA>N

- That the entrance to the village be kept in character, by ensuring that the rooflines of the properties align with adjacent properties and thus relative to road level.
- That the entrance and exit from the site be via Estone Place which has very good road access, excellent visibility, established footways and is well within, rather than just within the 20 mph zone. This will be safer whilst keeping traffic levels within Estone Place lower than on other nearby access roads to housing e.g., Peel Hall Lane, The Meadows, Pentre Lane etc.
- That the hedgerow and green spaces within the site become protected Green Spaces as per others in the Neighbourhood Plan, and that they are appropriately maintained with a clear legal owner who is responsible for their ongoing protection and maintenance.

Policy H3 – Location of housing for the elderly

Planning applications for housing provided for the elderly which are within walking distance of the village centre and which have good safe pedestrian access to the centre shall be supported.

Impact

Additional Comments

Conclusions:

Impact:

4.7 Design of new housing development

Policy objective - To ensure new development is in keeping with, or contributes to, both the character of the plan area and the carbon neutrality aspirations of the community.

Policy H4 – Design of new housing development	Impact
<p>Planning applications for development shall be supported which contribute to the character of the neighbourhood area and support the aspiration of becoming carbon neutral. To achieve this proposals should:</p> <ul style="list-style-type: none"> • be of high quality design which reflects the built environment of the village and its rural setting as expressed in the Ashton Hayes Character Statement (see 2.5); • use high quality materials that complement the existing palette of materials used within the neighbourhood area; • not dominate the surrounding area and where proposed on elevated sites it should not protrude above the predominant roofline of surrounding buildings; • be energy efficient; and • meet CWaC's car parking standards. <p>Planning applications incorporating pioneering design which can demonstrate a significant contribution to achieving carbon neutral objectives shall be supported.</p>	<p>N/A N/A VA>N N>VP N</p>

Additional Comments
<ul style="list-style-type: none"> • The land inside the site by the roadway is higher than the adjacent Estone place and 4-6ft above the level of the road. • Housing designs are declared as being a Reserved matter at this outline stage. • The applicant has referred to energy efficiency, but this is a Reserved item for detailed planning. However, it is necessary to address this in broad terms at this stage as otherwise site layout and infrastructure will be impacted. e.g., House orientation, whether a site gas supply is required, water usage and recycling, heating system design.

Conclusions:	Impact: N
<ul style="list-style-type: none"> • That the entrance to the village be kept in character, by ensuring that the rooflines of the properties align with adjacent properties and thus relative to road level. • To ensure the houses are truly affordable particularly in terms of running costs which have the greatest impact on residents, then it is recommended that they include solar PV, batteries and EV charging points such that they can benefit from overnight cheaper electricity and daytime energy savings. This approach also makes the use of Heat Pumps for heating a much cheaper option to heat the properties, again improving their affordability and the wellbeing of their residents. This is also in line with the Village aspirations to become carbon neutral. There is substantial experience, expertise, and examples in the parish to input to this. Also, government grants make this much more affordable at the time of construction. At very worst the houses should be designed with heating systems designed for easy subsequent green retrofitting e.g., designed with hot water tanks. 	

4.8 Community Facilities, Amenities & Social Welfare

Policy objective - To protect existing sites and/or buildings which have importance for the community and, where appropriate, to establish new facilities.

Policy C1 –Existing community facilities and services

Planning applications for development which results in the loss of existing community facilities or services shall be required to demonstrate how they shall be replaced within the neighbourhood area by facilities or services of equal or greater value to the community to meet evidenced need.

Impact

A>N

Additional Comments

- The application makes strong reference to and promotes the use by the new residents of the Ashton Hayes Sports and Recreation Facilities which are across the road from the site. The AHSRA facilities are owned and run by a separate community organisation and is not funded by the PC or CWaC.

Conclusions:

Impact: A>N

- As the development relies in part on access to this facility, then provision should be made via section 106 for monies to be made available to AHSRA for the additional ongoing wear and tear of these non-council facilities. In addition, a safe crossing point should be installed on Ashton Lane to provide safe access to the AHSRA facilities.

Policy C2 –New community facilities and services

Impact

Planning applications for the development of new or improved community facilities or services shall be supported which:

- can demonstrate that they meet the expressed needs of the community;
- provide improved access to local services and facilities for people living and working in the neighbourhood area; and
- prioritise the use of previously developed land.

Additional Comments

Conclusions:

Impact:

4.9 Business & Employment

Policy objective - To support existing, and encourage new, businesses seeking local premises and to ensure that any growth within the plan area considers options for facilities suitable for future employment.

Policy BE 1 – Premises provision

Planning applications for the development of suitable premises for local businesses will be supported, including:

- the development of home and garden offices and workshops where they have no negative impact on the residential amenity of the occupiers of neighbouring properties; and
- the conversion of redundant buildings to business or mixed use.

Impact

Additional Comments

Conclusions:

Impact:

Policy BE 2 – Local employment opportunities

Planning applications for development providing additional local employment opportunities which reduce travel to work and/or support the local economy shall be supported.

Impact

Additional Comments

Conclusions:

Impact:

4.10 Transport & Infrastructure

Policy objective - To reduce reliance on private cars by improving public transport and the access to it.

Policy T1 – Public Transport Improvements

Impact

In order to improve pedestrian access to public transport, developer contributions on new developments will be sought where possible for this purpose, in line with the funding mechanisms in place for developer contributions and infrastructure and with policy STRAT 11 of the Cheshire West and Chester Local Plan (Part One). Specifically, contributions will be sought which:

- improve access to the bus service on the A54 and the rail service at Mouldsworth;
- address the major safety issues of pedestrians having to cross the A54 to access Chester-bound buses and having to wait at a bus stop alongside a busy trunk road without any protection from the traffic or weather;
- consider provision of secure cycle storage for bus and rail users at the junction of A54 and B5393 and at Mouldsworth Station; and
- provide additional public transport services, which make a significant contribution to the needs of residents in the Neighbourhood Plan area.

Additional Comments

- There is no daily regular bus service to and from the village, however, a Request bus does come through every other weekday.
- The station at Mouldsworth is served by a paved footway from the village. However, there is no street lighting for half of the distance from the outskirts of the village to the station; it is not recommended that individuals walk this route alone in the dark as it is a relatively quiet country walk
- The nearest regular bus service to Chester is on the far side of the A54 trunk road. This road has a speed limit of 50mph and is very busy particularly at peak times when it is difficult to cross. There is a traffic island but no crossing or traffic lights.
- The junction of Ashton Lane with the A54 is a major concern to local residents and is the site of numerous accidents including 1 fatality in the last few years. The accidents are recorded as driver error, driven by difficulty in exiting at busy times and eventual frustration and risk taking. Any increase in traffic through this junction could lead to further accidents.

Conclusions:

Impact: M

- Section 106 monies should be secured for improvements to the A54 junction from Ashton Lane to reduce the risk of further accidents due to the increased amount of traffic generated by the development. This to include a safer crossing for the residents using the bus service and improvements to the footpath leading to the junction as well as changes to the present layout to make it safer.