

Planning & Highways Briefing
Wednesday 27th August 2025 via TEAMS.

Present:

CW&C Principle Development Engineer – Gareth Dugine

Tarporley Parish Council - Gill Clough, Catherine Helm, Lisa Miller, John Millington, Stuart Walton, Ann Wright (Clerk).

Tattenhall Parish Council – Dorothy Darnborough.

Purpose of meeting: Briefing on how Highways Dept consider planning applications.

Gareth Dugine explained the principles that are considered when a planning application is assessed by the Highways Dept.

Pre-application Discussions

He explained that many developers undertake pre-application discussions with CW&C, and that these are undertaken in private. These details provided by developers can be brief and Highways may just point towards relevant policies e.g. parking provision. Developers will also be advised if there is no chance of permission being granted due to highways issues.

Full or Outline Applications

When considering applications Highways follow a set criterion which include:

- General Highways matters
- Site Access
- Site layout
- Drainage – surface water
- Sustainability
- Flood implications.

Officers will try and visit sites but will also use google maps and talk to local engineers.

Principles

Access

It was noted that there are set visibility distances required for both directions based on the speed of the road. Other factors considered include if there is a hill or blind bend.

Internal Site Layout

It was noted the new CW&C Design Code will improve the quality of developments and includes highways matters.

Sites should be highly permeable with routes into and out of the site connecting to existing and possible future developments.

Visibility at junctions and around bends is taken into account.

Access for emergency vehicles is considered including how they exit the site, for example are roads in loops or dead ends. Do dead ends include turning circles or are they short enough for fire engines to back up as there is a set distance fire engines are allowed to reverse.

Sites with 2 access points are preferred to allow access to be retained even if one entrance is obstructed by road works or an accident.

Pedestrian & Cycle Links

It is preferred that there are lots of routes into and out of the site.

Developments should encourage use of other forms of transport not just cars, so it will be considered if it is easy to walk to a bus stop. It was noted the distance to the bus stop would be measured from the property which is farthest away.

Local amenities should really be within 400m of the farthest property not the site access.

It was confirmed that common sense is used when considering applications and highways officers also review neighbour's and Parish Council's comments.

Consideration is given to what local amenities are available, and what amenities residents would have to drive to.

TRICS

TRICS is a system which generates models of vehicle movements for proposed developments based on countrywide surveys and research. The system predicts 2-way trips based on the development size at both peak and off peak times.

100 houses would generate 50 2-way journeys in the peak morning time and 60 2-way journeys at the peak afternoon times.

S106

It was confirmed S106 funding can be requested to bring about improvements to enable the development.

It was noted that CW&C does not have the funding to deliver new infrastructure as such developers need to fund works required as a result of their developments.

It was suggested that CW&C have missed opportunities in the past to obtain S106 funding for necessary highways improvements.

It was confirmed that the Parish Council when responding to planning applications should state what highway improvements are required. It was suggested the Council should provide as full an explanation as possible including photographs.

It was noted there are only 2 highways officers dealing with Planning applications who currently have 137 active applications.

Car & Cycle Parking

CW&C has a parking standards document which (unusually) states maximum parking requirements.

These standards are used to encourage active travel rather than travelling by car so parking standards are more restrictive in a city centre than a rural area.

Developments have to provide places where bicycles can be stored which helps to encourage people to use that mode of transport.

Highways Drainage

The Highways Dept only looks at the impact of flooding on the highway, the Local Lead Flood Authority (LLFA) will consider wider flooding issues.

Regulations state that surface water for a 1 in 30 year event needs to be able to be stored on site. Gareth Dugine stated he is looking for infrastructure to be in place to stop the access roads in a new development becoming blocked and impassable as a result of flooding.

It was confirmed that that permeable paving is hard to maintain and cannot be used in adopted areas but can be used in 'private' sections.

Highways will take account of overland flow rates.

Just because an event is described as being a 1 in a 100 years event that does not mean it won't happen more frequently, and the consequences are taken into consideration.

Sustainability

In highways terms sustainability means accessibility to amenities and services.

Traffic Generation

Officers will consider existing traffic on a road, the predicted traffic of the proposed development plus future growth.

The scale of the development will influence how far the impact of the development is considered, there is no set rules.

Officers often use the traffic maps on Google to gather information.

It was discussed that the impact of other developments will also need to be considered.

CW&C has access to junction movement information and will check that developers predictions are realistic.

Traffic Assessment

It was discussed if surveys can be done during school holidays to avoid the impact of school traffic. It was stated that it depends on what the survey is looking at, if it is a traffic count it would be rejected. If it is a speed assessment it would probably record higher speeds as vehicles will not be held up by school congestion.

Construction Traffic

It was confirmed that construction traffic and parking is taken into account when looking at a planning application. Conditions will be imposed which include the following:

- Set delivery times to prevent vehicles waiting on roads to access the site.
- Turning facilities so vehicles don't reverse onto the Highway.
- On or offsite parking for workers.

It was noted highways officers attend sites regularly and enforce these conditions.

Section 278

Covers any alteration made to an existing highway.

Section 38

Covers adoption of new roads by the Local Authority.

Birch Heath Road Developments

It was discussed when considering application 25/01752/FUL for 56 dwellings would previously approved application 23/00075/FUL for 17 dwellings be taken into account. It was confirmed that it would.

It was confirmed in cases like the above applications the Parish Council should provide as much information as possible.

Traffic Survey

The possibility of the Parish Council commissioning its own traffic surveys was discussed.

Gareth Dugine did not recommend this approach as there is a good chance the results of the would be the same as the developers survey.

It was noted that 17 dwellings would add 8 cars during a peak hour and 57 would generate 32 cars so the 2 proposed developments on Birch Heath Road will generate an additional 40 vehicles over an hour on the Road.

Severe Detriment

It was discussed whether severe detriment is something that can be argued. It was confirmed that in terms of Highway safety it can be easy to demonstrate e.g. a building blocks visibility. However traffic flow severe detriment is very difficult to be proved. Does having to wait an addition 15 seconds at a junction outweigh the benefit of 200+ new homes during a housing crisis?

All were thanked for attending the meeting.

Ann Wright
29/08/2025.