

Dear Members of the Parish Council,

Re: Request for Removal of Brick Bus Shelter Adjacent to 96 Tattenhall Road

I am writing to request that this letter be tabled for consideration at your forthcoming meeting in early July.

I respectfully ask that the Parish Council consider the removal of the brick bus shelter located outside 96 Tattenhall Road, primarily on the grounds of safety.

Background

I recently submitted a planning application for a dropped kerb outside my property, which was refused by Cheshire West and Chester Highways on safety grounds. A copy of the refusal letter is enclosed for your reference (Officer report PDF).

The Highways Engineer cited two principal concerns:

1. Pedestrian safety – the proximity of the proposed dropped kerb to passengers alighting from buses.
2. Restricted visibility – the bus shelter obstructs sightlines for drivers, bus passengers, and pedestrians.

I submitted an amended proposal incorporating a pedestrian barrier to address the first concern, which the Highways Officer found to have merit. However, the visibility issue remained unresolved owing to the presence of the shelter itself.

Safety Concerns with the Current Shelter

The bus shelter presents a number of ongoing safety issues, irrespective of my planning application:

- Size and proximity to the carriageway – The shelter is substantially larger than a standard bus stop and sits only a short distance from the kerb edge.
- Obstructed visibility – Waiting passengers cannot see approaching buses without repeatedly leaving the shelter, and drivers exiting nearby properties have limited sightlines. Local residents have reported several near-misses.
- Visibility for agricultural traffic – Tractors and other large vehicles also experience restricted views when passing the shelter.
- Anti-social behaviour – The shelter has become a gathering point for groups in the evening, causing noise disturbance to neighbouring properties.

These concerns exist independently of my personal circumstances and affect the wider community.

Proposed Solution

Removing the shelter would:

- Restore full, unobstructed visibility for all road users, including bus drivers, passengers, pedestrians, and drivers accessing nearby properties.
- Eliminate the need for passengers to leave the shelter every 30 seconds to check for approaching buses.
- Address the anti-social behaviour associated with the current structure.

I am prepared to contribute financially towards the demolition of the shelter and would fund the installation of a replacement commercial bench seat. I am also willing to maintain the resulting space as a volunteer, keeping it tidy and well planted for the benefit of the community. The pedestrian barrier is shown as example if highways deemed it is necessary, but there is an example of a similar arrangement of the Village centre without a barrier, hence this may not be necessary if the visibility issue is addressed. (See attached Google street view photo)

For context, I understand there is only one other covered bus shelter in the parish, and the majority of stops have no seating provision at all.

Personal Circumstances

I have recently returned to Tattenhall to be closer to family while undergoing treatment for two forms of cancer. I am pleased to say I am currently in remission. I live alone, and the ability to park securely off-street would provide considerable peace of mind and reduce the stress associated with my current situation.

I am also looking to purchase an electric vehicle, which would require overnight charging at home—something that is not feasible without off-street parking. The development of a driveway would accommodate two vehicles, reducing on-street parking congestion and improving road safety for all residents.

Supporting Information

My immediate neighbours are fully supportive of this proposal and will be submitting their comments separately.

I would welcome the opportunity to discuss this matter further with the Parish Council or to attend a meeting if that would be helpful.

Thank you for your time and consideration.

Enclosures:

- 1. Highways planning refusal letter PDF
- 2. Photograph of original Brick Bus shelter in its current state
- 3. Proposed image of shelter removed, and bench seating added
- 4. (just for reference) Existing Bus stop infrastructure in Tattenhall Village centre with a side road exiting across the bus stop , an example an arrangement which has no pedestrian barrier.

Yours faithfully,

Vicki Williams
Tattenhall Road

CHESHIRE WEST AND CHESTER COUNCIL

DELEGATED REPORT

APPLICATION NUMBER: 26/00069/FUL **TARGET DATE:** 9 April 2026

DESCRIPTION OF DEVELOPMENT: Drop kerb

SITE ADDRESS: 96 Tattenhall Road Tattenhall Chester CH3 9QJ

WARD: Tattenhall

WARD MEMBERS: Councillor Mike Jones

CASE OFFICER: Maisie Wilkinson

RECOMMENDATION: Refusal

SITE DESCRIPTION AND PROPOSAL

The proposal is for a drop kerb to provide a new access to Tattenhall Road. The site is located within a residential area within Tattenhall and is adjacent to a bus stop.

AMMENDMENTS

- The proposal has been amended to include a barrier between the existing bus shelter and the proposed drop-kerb.

REPRESENTATIONS

Two neighbours have written in support of this application, emphasising the following benefits:

- Improved parking facilities which they allege will positively contribute towards highway safety

CONSULTATIONS

Highways - They object to the proposal on the basis that that the proposal would compromise highway safety.

RELEVANT PLANNING POLICY

Relevant Planning Policy

National Planning Policy Framework (NPPF)

Cheshire West and Chester Local Plan (Part 1) (LP1)

Cheshire West and Chester Local Plan (Part 2) (LP2)

Cheshire West and Chester House Extensions and Domestic Outbuildings Supplementary Planning Documents (SPD)

ASSESSMENT

Visual Amenity

The development is considered in keeping with the character and appearance of, and is subordinate to, the original dwelling and surrounding properties, and the wider setting.

Residential Amenity

Regard has been had to the relative positions of windows, separation distances, the orientation and height of buildings and boundary treatments. It is considered that the proposal would not have

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a significant adverse impact on health or quality of life, having particular regard to residential amenity.

Highways

Policy T5 of the Local Plan (Part Two) states that development will not create any unacceptable impacts on amenity or road safety that cannot be satisfactorily mitigated by routeing controls or other highways improvements (amongst other requirements). This is in line with Policy STRAT 10 of the Local Plan (Part One), which states that development should contribute to safer and secure transport.

Paragraph 116 of the NPPF states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.

The Council's Highways Officer has been consulted on the application and has raised concerns regarding the vehicle movements that would be generated by the proposal at this location. Firstly, they note that the application proposal would introduce vehicular movements at a location where a particular level of pedestrian activity already occurs, including bus passengers and footway users. This gives rise to the potential for pedestrian-vehicle conflict in an area where such conflict does not presently exist.

They also acknowledge the use of the pedestrian guardrail however note that this is not considered sufficient mitigation in this location. They suggest that the proposed pedestrian guardrail would not adequately lessen the concerns raised, as the guardrail may be bypassed by pedestrians and could further restrict driver intervisibility particularly in respect of smaller pedestrians such as children. This may limit a driver's ability to identify pedestrians who may step into the carriageway at the end of the railing.

Finally, they express concerns regarding the proximity of the proposed dropped kerb vehicle crossing to the solid construction bus shelter. This arrangement would result in vehicle movements and reduced visibility for both pedestrians and drivers, particularly where vehicles may need to reverse out onto Tattenhall Road. As such, the proposal continues to raise highway safety concerns for bus stop users, pedestrians, and general highway users.

Representations from neighbouring residents suggest that the proposal would have a beneficial impact on highway safety by increasing off-street parking provision and reducing on-street parking along the main road, which they consider contributes to existing visibility issues. While this benefit is noted, it is not considered sufficient to outweigh the harm identified by the Council's Highways Officer, as the proposal would, at best, relocate these visibility issues to a potentially more hazardous location.

The proposed access and driveway arrangement is therefore considered to be unsatisfactory and contrary to Policy STRAT 10 of the Local Plan (Part One), Policy T5 of the Local Plan (Part Two), and the provisions of the NPPF.

CONCLUSION

When taking into account the provisions of the development plan and all other material planning considerations, it is recommended that planning permission be refused for the following reasons:

1. The proposed access and driveway would, by virtue of increased vehicle movements and insufficient visibility poses a severe and unacceptable impact on highway safety. As such the proposed development would conflict with Policy STRAT 10 of the Cheshire West and Chester Local Plan (Part One), Policy T5 of the Cheshire West and Chester Local Plan (Part Two) and the provisions of the NPPF.





