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Ellesmere Port I&O Submission

Transport Technical Note

August 2025

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Prepared for

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1. Introduction

1.1. Appointment

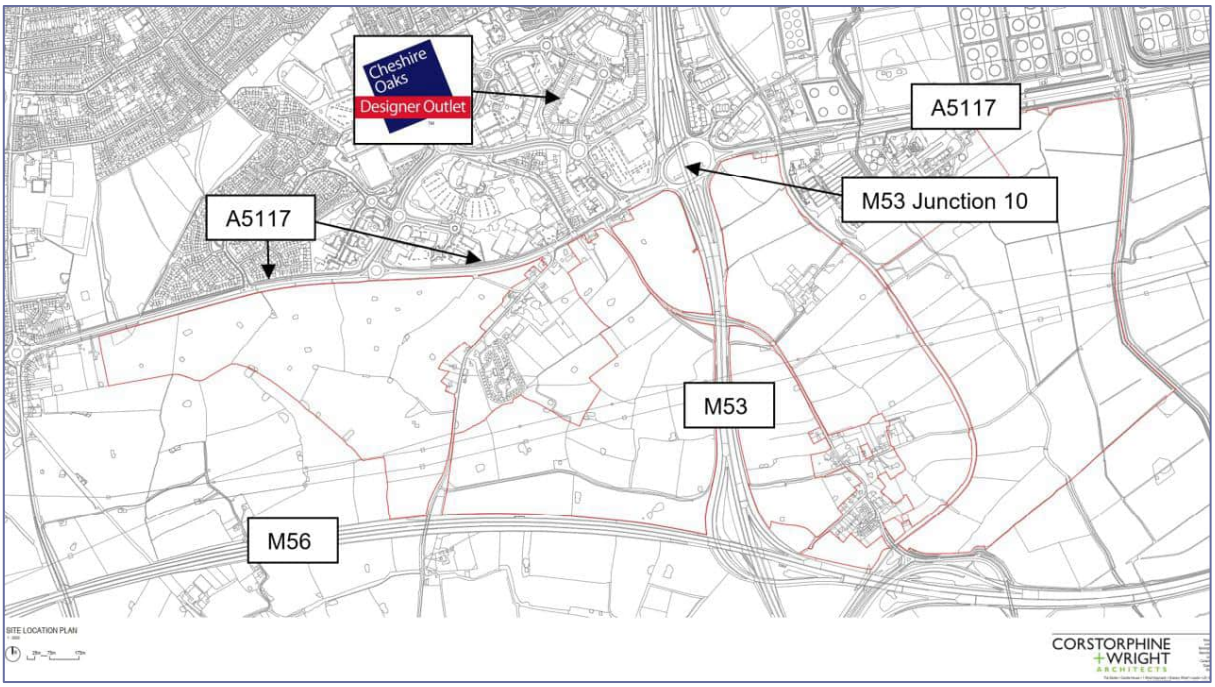
1.1.1. Pell Frischmann (PF) has been appointed by The Church Commissioners for England (the 'Commissioners') to prepare this Transport Technical Note (TTN) to support the promotion of residential-led mixed-use development on land at Little Stanney near Ellesmere Port in Cheshire (the 'Site').

1.2. Site Location

1.2.1. The Site encompasses the existing suburban village of Little Stanney and is located approximately 2.8km to the south of Ellesmere Port town centre. Chester City is located approximately 7km to the south of the Site.

1.2.2. The Site comprises a significant landholding located to the south of the A5117, to the north of the M56, and both sides of the M53 motorway. The Site location is shown in Figure 1-1.

Figure 1-1: Site Location Plan



1.3. Background

1.3.1. The Local Planning and Highways Authority is Cheshire West and Cheshire Council (CWCC), a unitary authority.

1.3.2. CWCC is consulting on an Issues and Options document which is the first formal stage in the process of preparing a new Local Plan for the borough. The consultation sets out three spatial options for meeting future development needs, which, based on a 15-year plan period would be around 29,000 new homes and 150 hectares of employment land. The options are accompanied by a series of maps identifying potential areas for growth around settlements in the borough. The consultation also seeks views on how policies in the existing Local Plan could be amended and updated to take them forward as part of the new Local Plan.

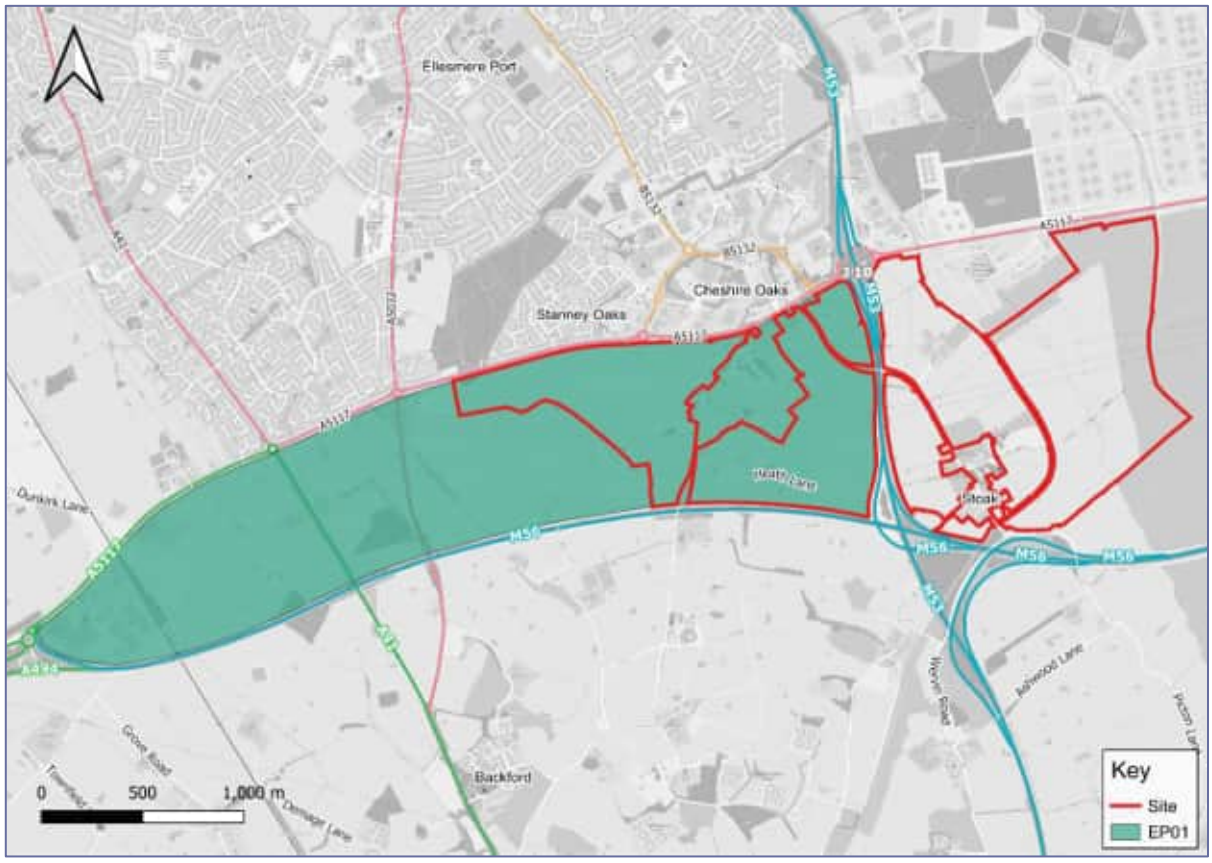
1.3.3. The area of the Site located west of the M53 Motorway forms part of a larger potential growth area, referred to as 'Site EP01', which is proposed for mixed housing/ employment uses as part of growth options B and C. The 'Option B' growth plan is to 'follow current Local Plan level and distribution of development' and the 'Option C' growth plan is part of 'sustainable travel corridors'.

1.3.4. Site EP01 is located to the south of the A5117, to the north of the M56, to the west of the M53 motorway and on both sides of the A41 Liverpool Road. It covers an area approximately twice the size of the Site and is currently predominantly vacant farmland, with some established commercial uses in the triangular portion to the far western extents.

1.3.5. The area of the Site to the east of the M53 Motorway currently resides outside of the wider EP01 Site boundary, however as part of their representation, the Commissioners are seeking inclusion of this land within it via an extension to the Site EP01 boundary.

1.3.6. The location of the Site in relation to the wider EP01 site is shown in Figure 1-2. The boundary of Site EP01 is indicative and has been extracted from Map 5.5 'Ellesmere Port Growth Options' of CWCC's Regulation 18 Consultation on the Local Plan Issues and Options[1].

Figure 1-2: EP01 Location Context Plan



1.3.7. The Commissioners are promoting a mixed-use development on the Site as part of the wider EP01 site. It is estimated that the Commissioners' landholding (the Site) could accommodate approximately 1,200 homes and 4 hectares of employment land within the wider EP01 site, plus potential renewable energy development on land to the east of the M53 outside of the EP01 boundary.

1.4. Report Purpose

1.4.1. This TTN has been prepared to support the promotion and submission of the Site as part of CWCC's Regulation 18 Issues & Options (I&O) Consultation, which runs until 29th August 2025.

1.4.2. PF has provided the Commissioners with initial highways and transport consultancy advice on the Site including consideration of a suitable vehicle access strategy and local highway network capacity.

1.4.3. Furthermore, in accordance with Paragraph 114 of the National Planning Policy Framework (NPPF) "in assessing Sites that may be allocated for development in plans, or specific applications for development,

[1] https://consult.cheshirewestandchester.gov.uk/kse/event/38393/section/s1750409416314 (accessed online 21.08.2025)

it should be ensured that: a) **appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location**".

1.4.4. Therefore, the purpose of this TTN is to also demonstrate how the Site, as part of the wider EP01, can be developed for mixed-use development ensuring that opportunities to promote sustainable transport modes can be taken up by future users.

1.5. Report Layout

1.5.1. Following this introduction, this TTN is structured as follows:

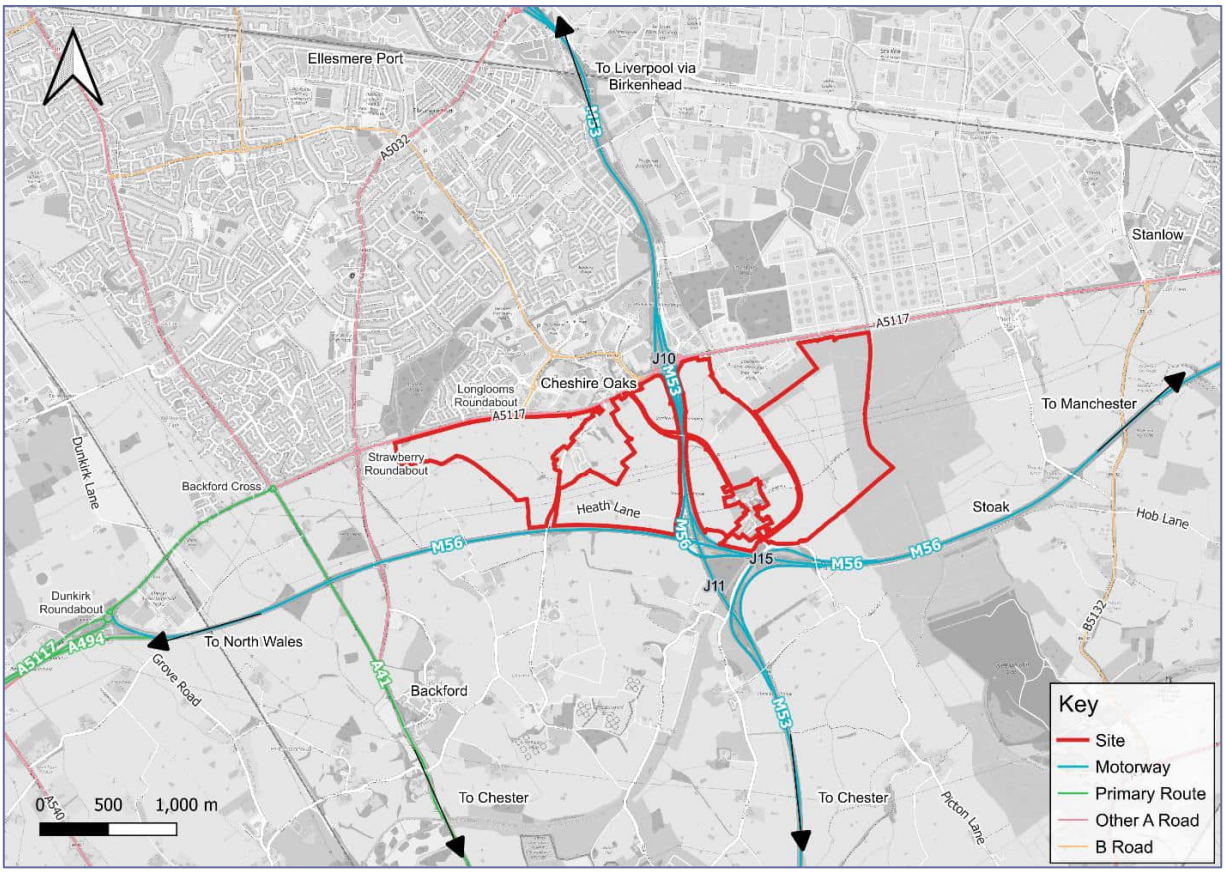
- **Section 2: Existing Transport Conditions.** Details conditions of the existing local highway network, including public transport and active travel infrastructure and accessibility.
- **Section 3: Development Potential.** Sets out the development potential on the Commissioners land as part of the wider EP01 site and how the this could be accessed.
- **Section 4: Sustainable Transport Strategy**. Outlines potential active travel and public transport strategies and their implementation in the short and longer-term.
- **Section 5: Summary and Conclusions.**

2. Existing Transport Conditions

2.1. Local Highway Network

2.1.1. Figure 2-1 depicts the wider highway network.

Figure 2-1: Wider Highway Network



Source: OpenStreetMap contributors with Pell Frischmann annotations

M53

2.1.2. The M53 motorway runs through the Site and to the east of the wider EP01 site on a north-south alignment. It forms part of the strategic road network (SRN), managed by National Highways (NH). The M53 connects Liverpool and Birkenhead in the north to Chester in the south.

2.1.3. M53 Junction 10 connects the SRN to the local highway network, with a signalised roundabout to the A5117 and Stanney Mill Road (known locally as 'Stanlow Halt Interchange'). Stanlow Halt Interchange predominantly has three circulatory lanes, with four of the five approaches signalised (with the Stanney Mill Road a give way approach from an industrial estate). 1.3km south of Stanlow Halt Interchange, J11 connects to the M56 J15. Close to Site, the M53 has two through lanes and one exit traffic lane with hard shoulder in both directions.

M56

2.1.4. The M56 runs alongside the southern boundary of the Site on an east-west alignment. The M56 forms part of the SRN, connecting Manchester in the east to north Wales in the west. To the south west of the Site, the M56 joins the dual carriageway A494. Adjacent to the Site, the M56 is two lanes with a hard shoulder in either direction.

A5117

2.1.5. The A5117 is a single carriageway road running along the northern boundary of the Site, on an east-west alignment. It is an alternative local route to the M56 between the M56 J14 in the east and the A5117 in

the west. To the northeast of the Site, the A5117 is subject to a 50mph speed limit and connects into Cheshire Oaks Design Outlet (CODO) via a signalised junction with Kinsey Road. At the A5117 / Kinsey Road junction, the A5117 comprises an eastern approach arm formed of two lanes for through traffic and two lanes for right turning traffic into Kinsey Road; and one western approach arm formed of two lanes for through traffic and one lane for through and left turning traffic into Kinsey Road.

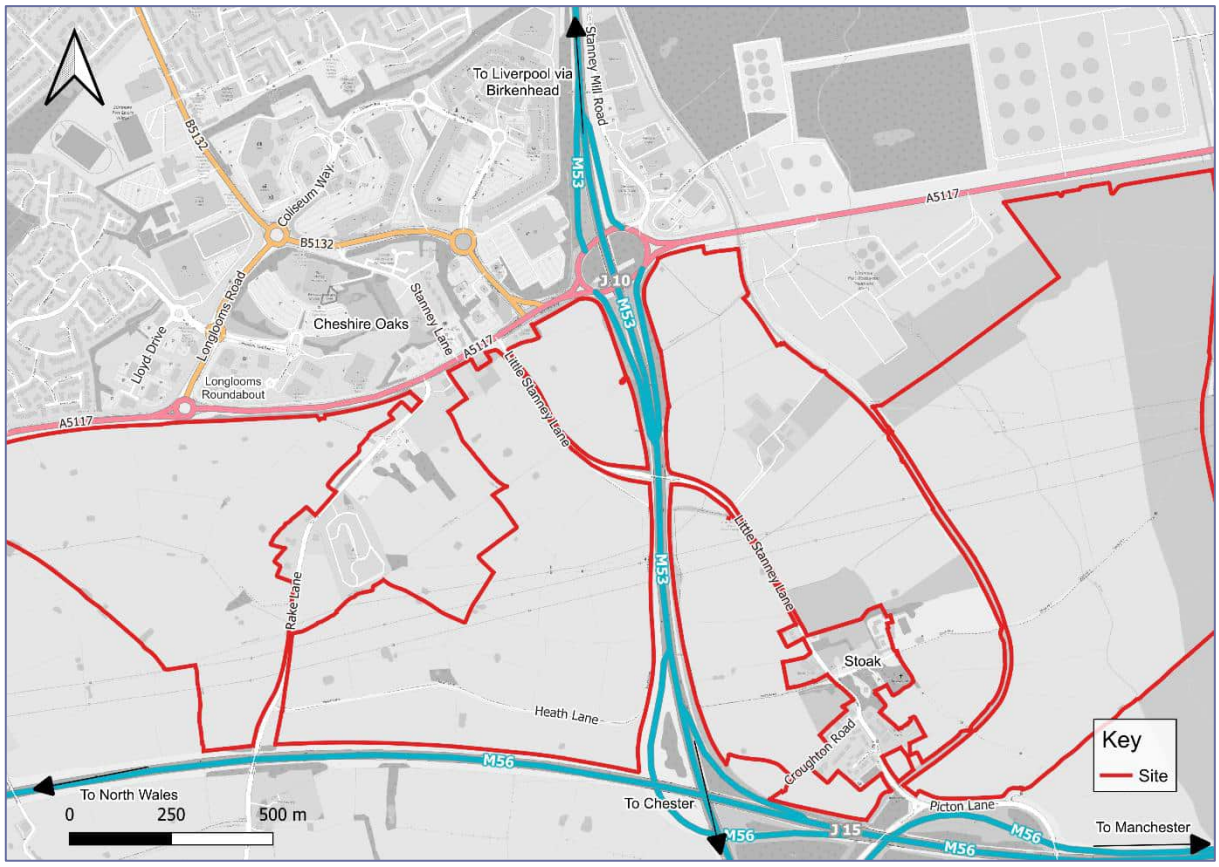
2.1.6. Immediately to the west of the A5117 / Kinsey Road signalised junction, a series of three right turn ghost island priority junctions connect the A5117 to Little Stanney Lane and Rake Lane (south of the A5117) and Stanney Lane (north of the A5117). Approximately 140m west of Rake Lane, the A5117 is a single carriageway with one lane in each direction. The A5117 continues as a single carriageway 2.4km between Rake Lane and a roundabout with the A41 Liverpool Road / Chester Road (known locally as 'Backford Cross'). Between Rake Lane and Backford Cross, there is a roundabout with Longlooms Road and Chester Road / Whitby Lane (the latter also known as 'Strawberry Roundabout'). Thereafter, the A5117 continues is predominantly subject to a 50mph speed limit, aside from a 110m extent of carriageway either side of Strawberry Roundabout.

2.1.7. West of Beckford Cross, the A5117 is a single carriageway road with one lane in each direction, separated by hatching. This is also subject to a 50mph speed limit for approximately 1.6km, at which point the A5117 connects with the M56 at Dunkirk Roundabout.

Other Local Routes

2.1.8. The local highway network is shown in Figure 2-2.

Figure 2-2: Local Highway Network



Source: OpenStreetMap contributors with Pell Frischmann annotations

2.1.9. **Little Stanney Lane** is a lightly trafficked rural lane with narrow verge and no footways. It connects the A5117 to Stoak village and runs through the Site.

2.1.10. **Rake Lane** is a rural single carriageway with one lane per direction. It connects the A5117 to further rural routes in the south and provides an alternative connection to the A41 Liverpool Road. Rake Lane also routes through the Site.

2.1.11. The **A41** is a single carriageway road on a north- south alignment between South Wirral and Ellesmere Port to the north and Chester to the south. It is subject to a 40mph speed limit.

2.1.12. **Stanney Lane** and **Longlooms Road** connect the A5112 to CODO via a right turn ghost island and roundabout respectively. These routes are located west of the B5132 Kinsey Road, which is the primary access to CODO from the west, the M56 and the M53. Stanney Lane and Longlooms are alternative routes that provide access to CODO for traffic originating to the west and southwest of CODO.

2.2. Existing Active Travel Conditions

Accessibility by Walking

2.2.1. In terms of policy, the National Design Guidance (2021) suggests that "Walkable, Local facilities are within walking distance, generally considered to be no more than a 10-minute walk (800m radius)" (p. 20). Additionally, Active Travel England's (ATE) *Standing Advice Note: Active Travel and Sustainable Development* (2024) notes that a "mix of local amenities should be located within an 800m walking and wheeling distance (using well-designed routes) of all residential properties or staff entrances for workplace facilities".

2.2.2. CODO is located approximately 800m to the north east of Site. Approximately 200m to the northeast of the Site's proposed primary access, CODO is a regional destination serving customers across the northwest of England. However, there is also accompanying infrastructure suitable for the everyday needs of local residents associated with CODO including a cinema, supermarkets, gyms, pubs, restaurants and a pharmacy.

2.2.3. However, it's not always feasible to include all appropriate facilities within a 10-minute walk of new developments without compromising design of a masterplan. The *National Travel Survey* (produced by the Department of Transport (DfT) and most recently updated in May 2025) suggests that the majority of journeys in the UK are approximately 20 minutes in length. This shows the average time people are willing to spend travelling when accessing amenities, services or employment. *Planning for Walking* (March 2015) notes that 80% of journeys shorter than 1 mile (or approximately 20-minute journey time) are on foot. The journey times quoted within these two documents tie in with the concept of the '*15-minute city*' or '*20-minute neighbourhood'.*

2.2.4. Building on this, the '15-minute city' or '20-minute neighbourhood' concept enables people to 'live local'. This means people can meet most of their everyday needs within a 15–20-minute walk or cycle from their home, such as schools, grocery shopping and places to socialise and exercise.

2.2.5. A summary of key, everyday amenities located near CODO and within a 20 minute-walk of the Site's primary access is summarised in Table 2-1. This is not an exhaustive list, with a range of branded retail offerings, such as the Nike Factory Store, Levis Outlet and Skechers Outlet, not considered here despite being the primary attraction of CODO.

Table 2-1: Local Amenities - CODO and Little Stanney (up to 20 minute-walk)

Type of Amenity	Amenity	Distance from the Site*	Walking time**
Grocery / Food Retail	Sainsbury's Cheshire Oaks	500m	6 mins
	Marks and Spencer's	1000m	12 mins
Public Transport	Stanney Woods Bus Stop	300m	4 mins
Medical Facilities	Boots Pharmacy	600m	7 mins
Pubs and Restaurants	KFC	300m	4 mins
	Old Hall Farm	150m	2 mins
	TGI Fridays	200m	2 mins

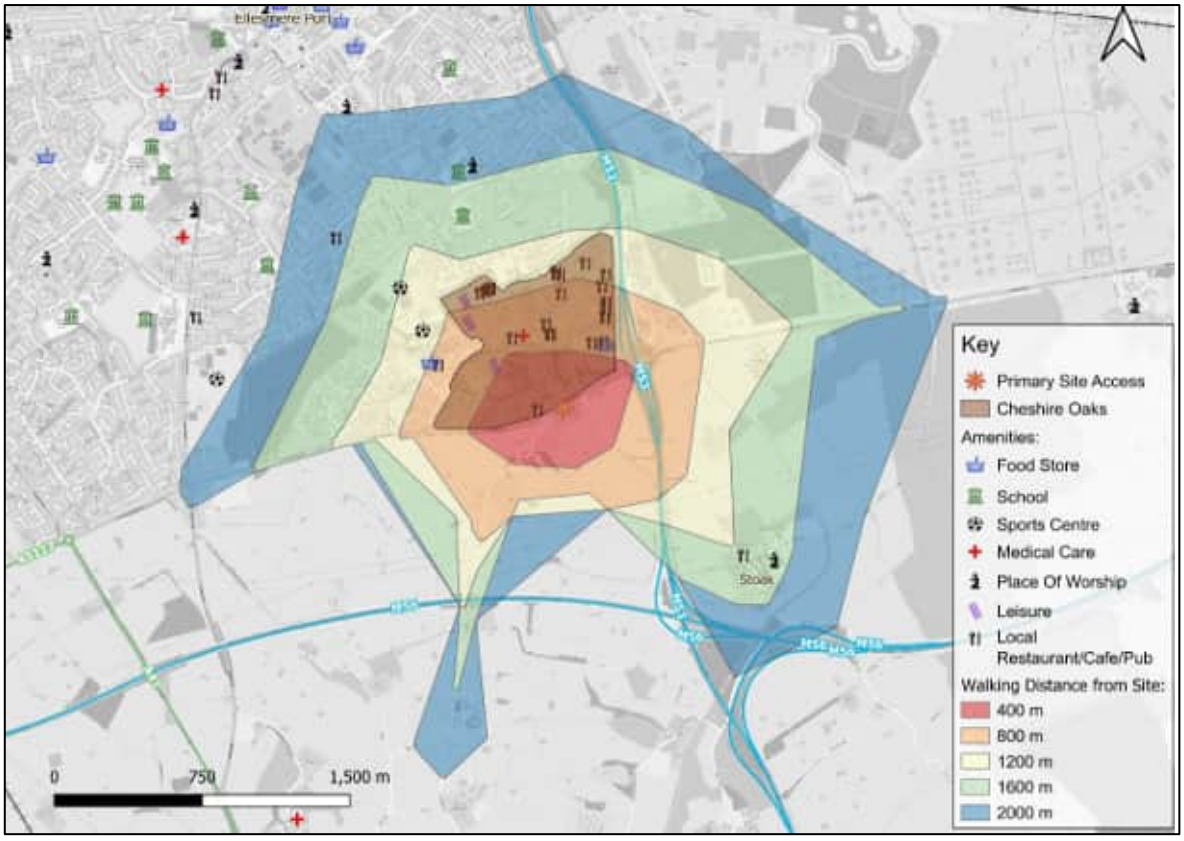
Type of Amenity	Amenity	Distance from the Site*	Walking time**
	Ego at Stanney Oaks	200m	2 mins
	Wagamama's	600m	7 mins
	McDonald's	750m	9 mins
	Hungry Horse	850m	10 mins
Education Facilities	The Oaks Community Primary School	1400m	17 mins
	St Bernard of Clairvaux RC Primary School	1650m	20 mins
Sports Facilities	David Lloyd	0.9km	12 mins
	Brio Leisure Sports Village	1.1km	15 mins
Leisure	Blue Planet Aquarium	800m	10 mins
	Tenpin Cheshire Oaks	1.0km	12 mins
	Vue Cinemas Cheshire Oaks	1.0km	12 mins

*Measured from northeastern Site access

**Based on walking speed of 5kph

2.2.6. The amenities outlined above are mapped on Figure 2-3 below. Further amenities outside of the recommended accessible distances are located to the northwest of the Site in the town centre and suburbs of Ellesmere Port.

Figure 2-3: Walking Accessibility (up to 2km)



Source: OpenStreetMap contributors with Pell Frischmann annotations

2.2.7. The above analysis only considers existing amenities located within walking distance of the proposed primary point of access from the A5117 taking into account existing pedestrian infrastructure. Additional amenities will be walkable from other areas of the Site and the wider EP01 site relative to the areas from which they are being measured.

2.2.8. Furthermore, significant improvements to pedestrian infrastructure would be implemented as part of the Sustainable Travel Strategy (see Section 4 of this TNN), which would enhance pedestrian accessibility, increasing the walking catchment and therefore the range of amenities accessible on foot.

2.2.9. There is also potential to provide ancillary amenities as part of the mixed-uses with the Site and wider EP01 site, supporting the 10-minute walkable neighbourhood concept set out in National Design Guidance.

Accessibility by Cycling

2.2.10. There is no specific recommended maximum cycle distances for access to services / leisure facilities from new developments stated within the NPPF or local planning policy. The distances people are willing to travel by bicycle is highly variable depending on the type of development, Site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km (5000m), but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.

2.2.11. As part of the wider local context, Table 2-2 outlines the key local amenities located within 5km cycle of the Site's primary access. Within this radius, a range of local and regional amenities are located across Ellesmere Port to the northwest of the Site, as mapped in Figure 2-4. Whilst the majority of these amenities are unlikely to be accessed by future Site residents on a daily basis by foot, these amenities provide clear opportunities for cycle users and other sustainable multi-modal trips.

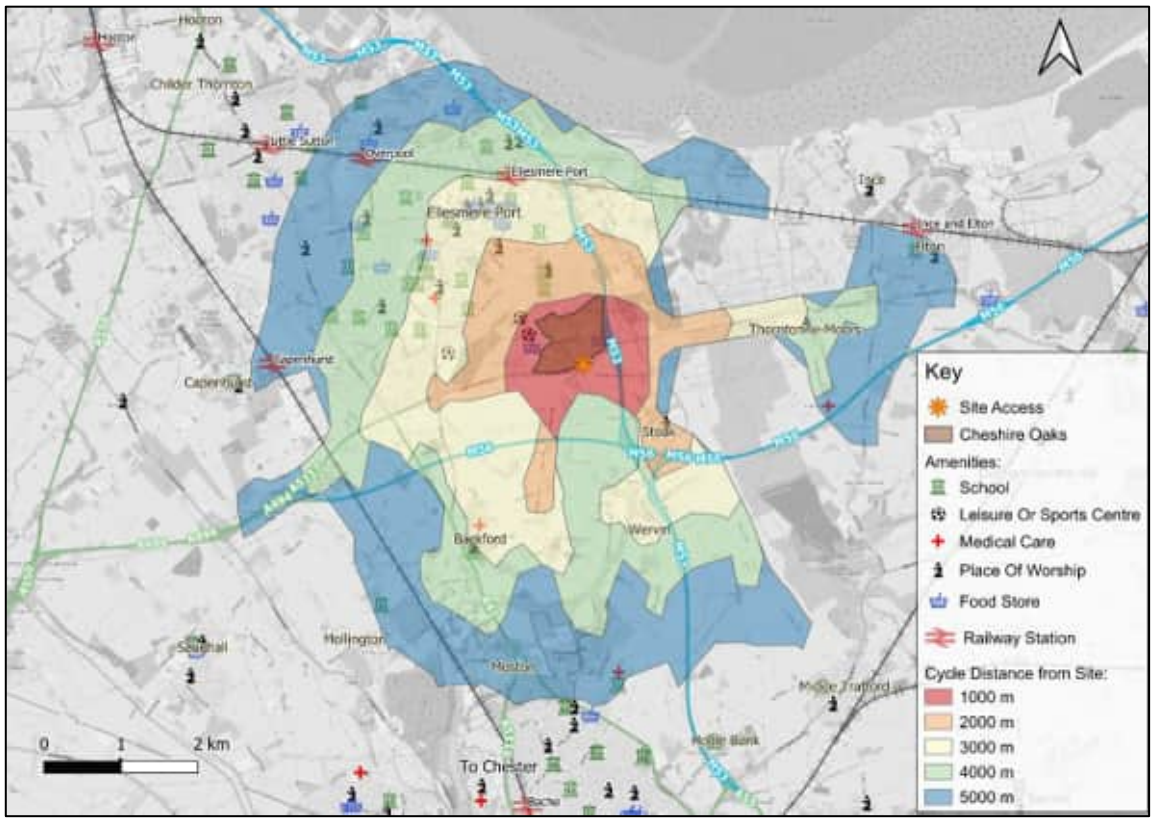
Table 2-2: Amenities Accessible by Cycling (up to 20 minutes Cycle)

Type of Amenity	Amenity	Distance from the Site*	Cycle time**
Public Transport	Stanney Woods Bus Stop	300m	2 mins
	Ellesmere Port Railway Station	4.35km	17 mins
	Capenhurst Railway Station	5.0km	20 mins
	Overpool Railway Station	4.8km	20 mins
Grocery / Food Retail	Asda Ellesmere Port	2.7km	13 mins
	Aldi Ellesmere Port	2.8km	14 mins
Schools	The Oaks Community Primary School	1.4km	8 mins
	The Whitby High School	2.8km	11 mins
Medical Facilities	Ellesmere Port Hospital	2.8km	11 mins
Leisure Centres	Cheshire Oaks Designer Outlet	200m	1 min
	David Lloyds Cheshire Oaks	0.9km	4 mins
	Brio Leisure Centre Ellesmere Port	1.1km	4 mins
	Stanney Woods Country Park	1.7km	7 mins

*Measured from northeastern Site access based on walking speed of 5kph

**Measured from northeastern Site access based on cycling speed of 15kph

Figure 2-4: Cycle Accessibility (up to 5km)



Source: OpenStreetMap contributors with Pell Frischmann annotations

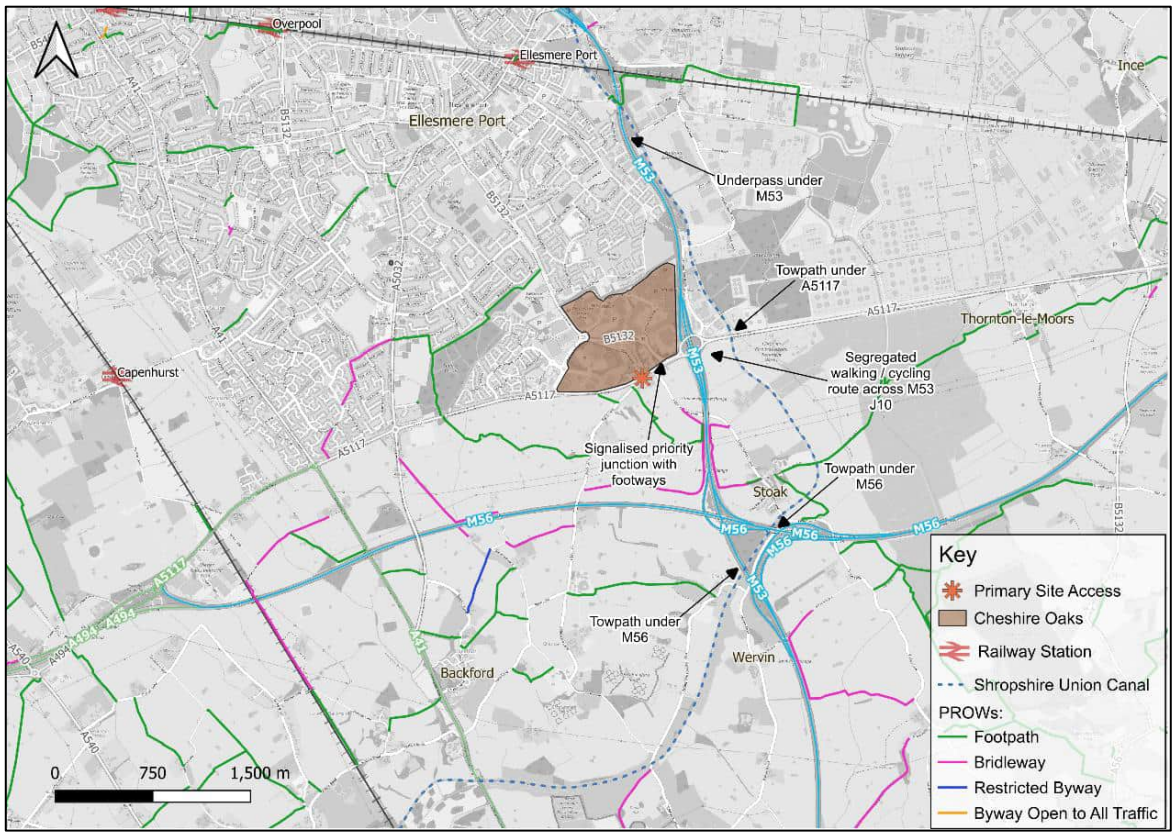
2.2.12. Similar to the walking accessibility analysis, the cycling accessibility analysis only considers existing amenities located within cycling distance of the proposed primary point of access from the A5117 taking into account existing cycling infrastructure. Additional amenities will be cyclable from other areas of the Site and the wider EP01 site relative to the areas from which they are being measured.

2.2.13. Furthermore, significant improvements to cycling infrastructure would be implemented as part of the Sustainable Travel Strategy (see Section 4 of this TNN), which would enhance cyclist accessibility, increasing the cycling catchment and therefore the range of amenities accessible by cycling.

Infrastructure for Pedestrians

2.2.14. As the Site is currently undeveloped, current pedestrian infrastructure is limited. The key roads through the Site, such as Rake Lane, are rural routes with no footways. However, a network of public rights of way (PRoW) exist across the Site, with segments of footpaths and bridleways across the existing agricultural land. Further PRoW in the vicinity of the Site are shown in Figure 2-5, with traffic-free connections across major local and regional roads to the north and south of the Site.

Figure 2-5: Local Walking Infrastructure



Source: OpenStreetMap contributors with Pell Frischmann

2.2.15. The A5117 has a segregated 2.5m-wide footway along its northern side for 5.5km, from the Stanlow Halt Interchange in the east to the A5117 in the west and is predominantly segregated from the carriageway by a wide grass verge. On the southern carriageway boundary, a high-quality footway of similar width is located east of Little Stanney Lane; to the west of Little Stanney Lane, the footway narrows up to Rake Lane, where it terminates due to lack of inherent demand. On the A5117, footways on either side of the carriageway are only present at the Kinsey Road signalised junction, Strawberry Roundabout and Beckford Cross.

2.2.16. To the northeast of the Site, a signalised junction with pedestrian and cycle crossings is located at the intersection of the A5117 and the B5132, connecting into CODO where there are high quality footways. To the east of this signalised junction, a segregated foot/ cycleway follows the A5117 under the M53 at the J10 roundabout, leading towards Thornton-le-Moors and Stanton. The pedestrian crossing at the M53 on-slip is uncontrolled with dropped kerbs and tactile paving. Whilst the pedestrian crossing at the M53 off-slip is signalised with dropped kerbs and tactile paving, there is no formal pelican/toucan crossing facility.

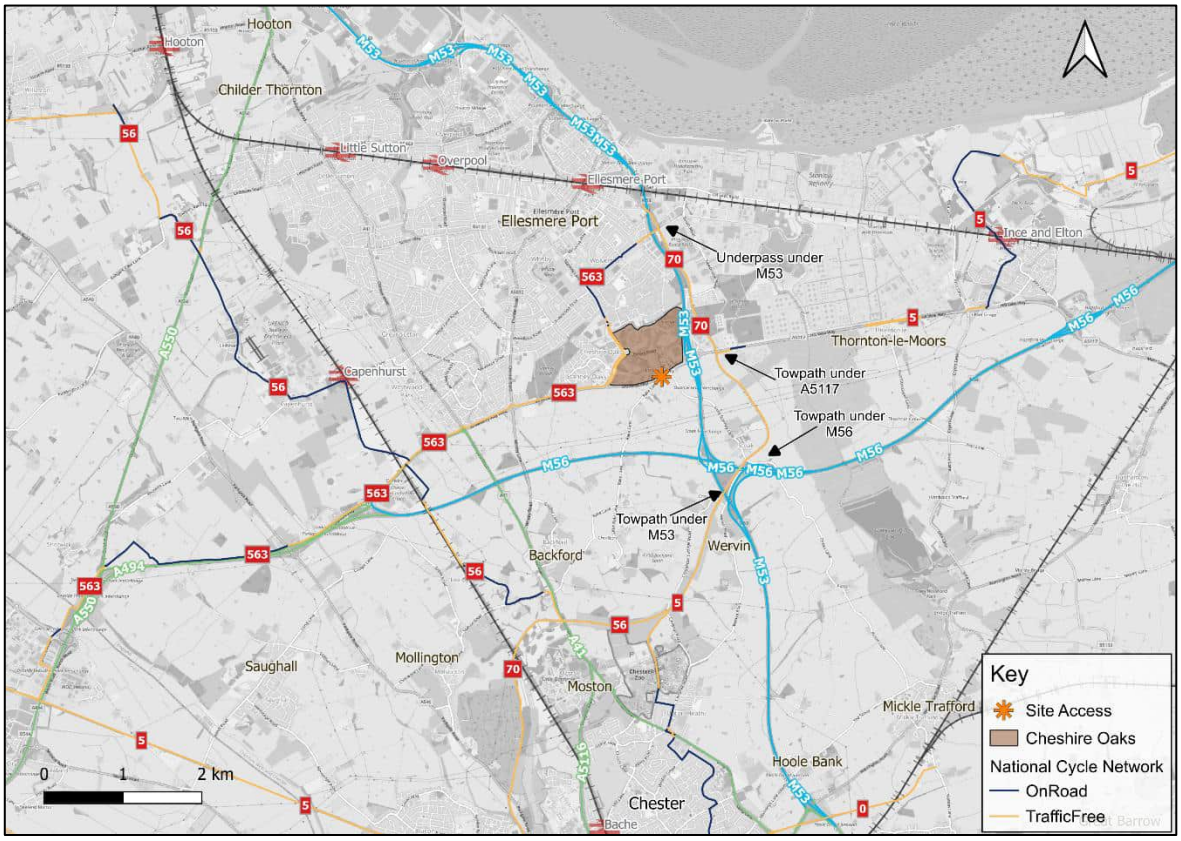
2.2.17. The Shropshire Union Canal towpath to the east of the Site is a popular shared walking/ cycling route, forming part of the National Cycle Network (NCN). It connects Ellesmere Port to Chester, with key traffic-free crossing points under the M56, M53 and Kinsey Road close to the north east of the Site. It is an unlit, predominantly narrow route with frequent pinch points at bridge crossings; the towpath narrows noticeably south of the A5117. Although this route is asphalted, it has deteriorated with age and is in need of refurbishment.

2.2.18. In summary, pedestrian infrastructure in the vicinity of the Site is currently adequate to serve existing surrounding land uses, particularly to the northeast of the Site and at major junctions on the A5117, with low demand across much of the existing Site resulting in limited pedestrian infrastructure. However, there are clear opportunities for future enhancements alongside further development. Options for the Sustainable Travel Strategy are discussed in Section 4.

Infrastructure for Cyclists

2.2.19. There are a number of cycling routes located in the vicinity of the Site including trails and bike-friendly roads, as well as National Cycle Network (NCN) Route 563 to the north and west of the Site, NCN Route 5 to the east and NCN Route 70 to both the north and south. This is shown in Figure 2-6.

Figure 2-6: Local Cycle Infrastructure



Source: OpenStreetMap contributors with Pell Frischmann

2.2.20. A summary of local NCN routes is provided in Table 2-3, with regional destinations accessible via the NCN including Ellesmere Port, Chester and Capenhurst. The Site also benefits from connections to cycle-friendly crossing points at local motorway junctions, including at the M56 J15 (via the canal towpath) towards Chester and the M53 (via Lees Lane underpass) towards Ellesmere Port.

Table 2-3: National Cycle Routes Close to Site

NCN Route	Route Details	Key Local Destinations
5	Reading to Holyhead (367 miles)	Chester, Ince, Elton, Frodsham
56	Chester to Liverpool (44 miles)	Chester, Capenhurst
70	Barrow-in-Furness to Sunderland (127 miles)	Ellesmere Port, Chester
563	Connah's Quay to Ellesmere Port (8.1 miles)	Ellesmere Port, Queensferry

2.3. Existing Public Transport Conditions

Infrastructure for Bus Users

2.3.1. There are a number of bus stops and services located across the local area, with local connections centred around Ellesmere Port and Cheshire Oaks, with regional connections to Chester, Liverpool and Mold.

Ellesmere Port

2.3.2. Ellesmere Port Bus Interchange is the principal bus station in Ellesmere Port Town Centre, located 20 minutes north of CODO. Railway stations at Ellesmere Port, Overpool and Little Sutton also have a range of services, primarily serving the north of Ellesmere Port.

2.3.3. Figure 2-7 is an extract of the public transport provision in the Ellesmere Port area.

Figure 2-7: Ellesmere Port Area Bus Services

Source: Cheshire West and Chester Council (April 2025)

2.3.4. Table 2-4 summarises the bus services in Ellesmere Port, as of August 2025. From the Ellesmere Port area, Liverpool and Chester are the key local destinations with a high level of accessibility and frequency. Specifically, Chester Railway Station and City Centre are regularly accessed from Ellesmere Port Bus Interchange via Routes 1 and X1 seven days a week, which also stop at CODO. Limited services are also available to Mold (North Wales), Runcorn and Little Sutton.

Table 2-4: Local Bus Services (Ellesmere Port)

Route Number	Route	Operator	Operating Hours	Frequency
X1	Chester to Liverpool via Ellesmere Port Bus Interchange, Cheshire Oaks Designer Outlet and Overpool Station	Stagecoach Merseyside and South Lancashire	05:32 – 19:27 (Mon-Fri) 06:32 – 20:02 (Sat) 07:49 – 19:03 (Sun)	Up to twice per hour
1	Chester to Liverpool via Ellesmere Port Bus Interchange and Cheshire Oaks Designer Outlet	Stagecoach Merseyside and South Lancashire	05:32 – 00:04 (Mon-Fri) 06:02 – 00:04 (Sat) 07:25 – 23:51 (Sun)	Up to twice per hour
2	Chester to Ellesmere Port Bus Interchange, Cheshire Oaks Designer Outlet and Runcorn Halton Lea	Stagecoach Merseyside and South Lancashire	06:30 – 23:47 (Mon-Fri) 06:30 – 23:47 (Sat) No Sunday service	Up to twice per hour

Route Number	Route	Operator	Operating Hours	Frequency
2C	Chester Bus Interchange to Cheshire Oaks Designer Outlet via Ellesmere Port Railway Station	Stagecoach Merseyside and South Lancashire	10:07 – 18:03 Sunday only service	Hourly
6 / 6A	Ellesmere Port to Little Sutton Circular	Stagecoach Merseyside and South Lancashire	06:18 – 19:03 (Mon-Fri) 06:18 – 19:03 (Sat) No Sunday service	Up to twice an hour
23	Ellesmere Port Bus Interchange to Neston Railway Station via Little Sutton	Aintree Coachlines	08:30 – 17:30 No weekend service	Up to every 90 minutes
26	Ellesmere Port to Guilden Sutton	Stagecoach Merseyside and South Lancashire	10:10 – 16:40 (Mon-Fri) 10:10 – 16:40 (Mon-Fri) No Sunday service	Up to every two hours
101/101A	Ellesmere Port Bus Interchange to Cheshire Oaks and Queensferry	Arriva Wales	05:00 – 17:40	Hourly
359	Ellesmere Port Bus Interchange to Neston	Aintree Coachlines	07:55 (Mon-Fri)	Daily during school term time

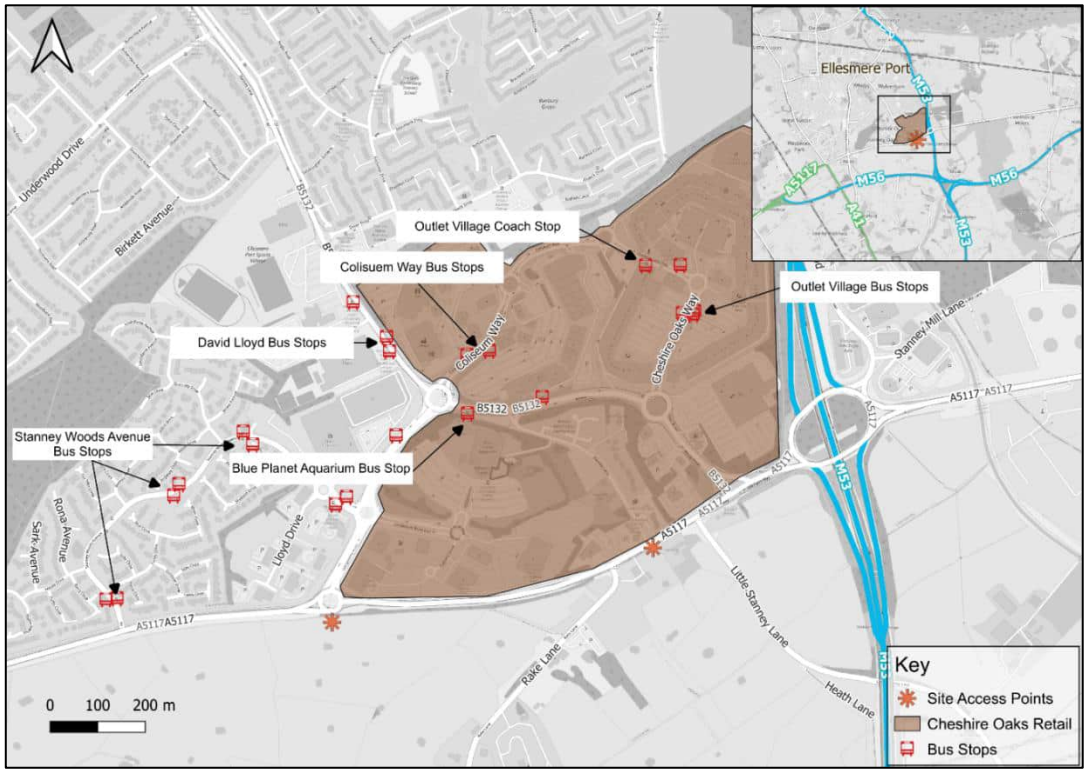
Source: Traveline (August 2025)

Cheshire Oaks Designer Outlet and Little Stanney

2.3.5. CODO is a key local and regional destination with a good level of public transport accessibility.

2.3.6. A dedicated coach park is located towards the east of CODO with 11 spaces. Additional bus stops are located across CODO, with further bus stops located along the adjacent Stanney Woods Avenue serving residential areas at Stanney Oaks. This is shown in Figure 2-8, which shows the closest bus stops to the Site with the key bus stops highlighted; all stops are located within 800m of a primary Site access point.

Figure 2-8: Local Bus Stops



Source: OpenStreetMap contributors with Pell Frischmann annotations

2.3.7. Table 2-5 provides a summary of local services accessible from each bus stop, with key destinations shown.

Table 2-5: Local Bus Stops (Cheshire Oaks)

Bus Stop	Services	Key Destinations	Distance from Site*
Stanney Woods Avenue	1	Chester Railway Station, Liverpool, Ellesmere Port Bus Interchange	300m
Blue Planet Aquarium	1, X1, 2, 2A	Chester Railway Station, Liverpool, Ellesmere Port Bus Interchange, Runcorn, Great Sutton	550m
Outlet Village	1, X1, 2, 2A	Chester Railway Station, Liverpool, Ellesmere Port Bus Interchange, Runcorn, Great Sutton	600m
Coliseum Way	1, X1, 2, 2A	Chester Railway Station, Liverpool, Ellesmere Port Bus Interchange, Runcorn, Great Sutton	650m
David Lloyd	1, X1, 2, 2A	Chester Railway Station, Liverpool, Ellesmere Port Bus Interchange, Runcorn, Great Sutton, Mold	700m
Outlet Village – Coach	N/A	N/A	800m

*Measured from the nearest primary Site access point

2.3.8. In summary, current bus services provide regular access from CODO to Chester and Ellesmere Port Bus Interchanges seven days a week. Two Sunday services provides twice hourly services to Ellesmere Port Railway Station, whilst Chester Railway Station is the only railway station that is accessible by public transport from CODO seven days a week.

Upton Park and Ride, Chester

2.3.9. Upton Park and Ride is a service to the north of Chester, adjacent to Chester Zoo. Here, the PR3 service is a regular route (every 15/20 minutes, 7 days a week) operated by Stagecoach Merseyside primarily serving Chester City Centre at the Chester Bus Interchange, with additional stops at Countess Hospital and Delamere Street in Chester. The last service usually operates at 7pm (Mon-Sat) and 5:30pm (Sundays) with a £2.50 return fee.

2.3.10. Currently, there is no Park and Ride service from Chester to Ellesmere Port or Cheshire Oaks. Additional Park and Ride services in Chester are PR1 – Wrexham Road (for Chester Racecourse) and PR2 – Boughton Heath (for the Business Quarter).

Infrastructure for Rail Users

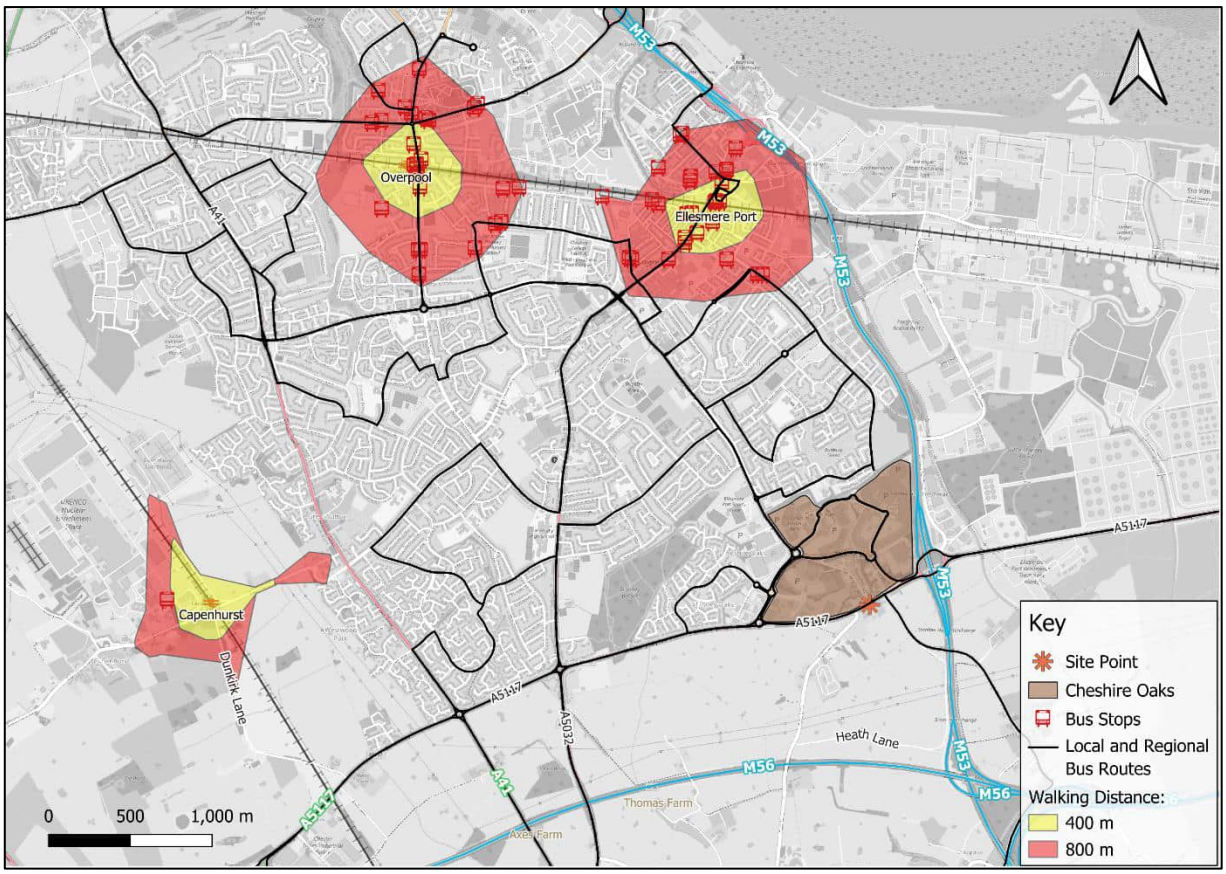
2.3.11. This TTN focuses only on the key existing railway stations situated closest to the Site, namely:

- Ellesmere Port Station
- Overpool Station
- Capenhurst Station

2.3.12. Stanlow and Thornton Station is an additional station located within the vicinity of the Site, which originally primarily served the Stanlow Refinery however it had a very poor service frequency (one train per direction per day), and is located on a non-electrified section, separate to the rest of the line. Since 2022, this station has been closed with all services suspended due to safety concerns regarding the station footbridge. Prior to suspension, it was one of the least used stations in the country, with only 46 entries and exits in 2018/19. Considering the above, Stanlow and Thornton Station has not been considered as part of this technical review.

2.3.13. It is standard industry practice to measure the level of accessibility of key transport hubs within a specified walking/cycling distance. ATE, in the 'Standing Advice Note: Active travel and sustainable development' (2024), recommends that most buildings… should be within… 400m of a high frequency bus stop or 800m of a rail/light station". The CIHT document 'Planning for walking' (2015) notes that "people will walk up to 800 metres to get to a railway station, which reflects the greater perceived quality of importance of rail services". Figure 2-9 shows the accessibility of Ellesmere Port, Capenhurst and Overpool Stations, with distances shown as recommended by the CIHT and ATE.

Figure 2-9: Railway Station Isochrones (Ellesmere Port Area)



Source: OpenStreetMap contributors with Pell Frischmann annotations

Ellesmere Port Railway Station

2.3.14. Ellesmere Port Railway Station is a staffed local station with a car park (109 spaces), plus ten cycle spaces and a further 14 secure cycle spaces. Ellesmere Port is a terminus: one service uses this route, Ellesmere Port – Liverpool Central (the 'Wirral Line') as detailed below.

Table 2-6: Services from Ellesmere Port Railway Station

Service	Key Destinations	Frequency	Operator	Hours
Ellesmere Port – Liverpool Central	Overpool (2 mins), Little Sutton (4 mins), Bromborough (13 mins), Birkenhead (32 mins), Liverpool Lime Street (41 mins) and Liverpool Central (43 mins)	Twice hourly	Merseyrail	06:17-23:19 (Mon-Sat) 07:49-23:19 (Sun)

Source: Merseyrail (May 2025)

2.3.15. A high-quality sheltered bus stop with timetable and seating is available outside the station with a turning head for buses. A limited bus service is available from Ellesmere Port Station. Two hourly Sunday-only circular services between Ellesmere Port Station, Cheshire Oaks and Great Sutton operate, as does an infrequent Monday to Saturday service to Ellesmere Port Bus Interchange.

2.3.16. The following images confirm the condition and provisions of the station during a Site visit, November 2024.

Figure 2-10: Ellesmere Port Railway Station - Bus Turning Head

Figure 2-11: Ellesmere Port Railway Station - Bus Stand

Figure 2-12: Ellesmere Port Railway Station

Overpool Railway Station

2.3.17. Overpool Railway Station is a two-platform, unstaffed station. It is also on the Ellesmere Port – Liverpool line; this is the only service that operates here, with Ellesmere Port accessible in 5 minutes and Liverpool Central in 40 minutes.

Table 2-7: Services from Overpool Railway Station

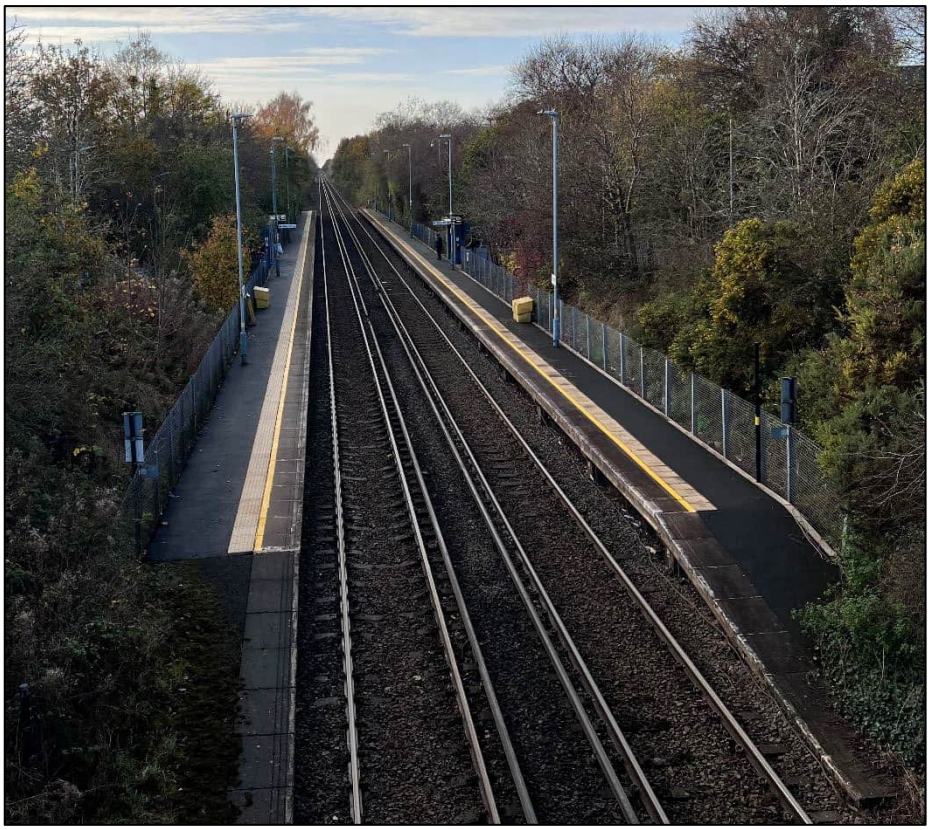
Service	Key Destinations	Frequency	Operator	Hours
Overpool – Liverpool Central	Little Sutton (2 mins), Bromborough (11 mins), Birkenhead (30 mins), Liverpool Lime Street (39 mins) and Liverpool Central (40 mins)	Twice hourly	Merseyrail	06:20-23:22 (Mon-Sat) 07:52-23:22 (Sun)
Overpool – Ellesmere Port	Ellesmere Port only (5 minutes)	Twice hourly	Merseyrail	06:33-00:03 (Mon-Sat) 08:33-00:03

Source: Merseyrail (May 2025)

2.3.18. The aforementioned mentioned bus route X1 runs from Overpool Railway Station to Chester via Cheshire Oaks (Southbound) and Liverpool (Northbound). It is accessible directly from a bus shelter with seating in adequate condition adjacent to the station, shown below.

Figure 2-13: Overpool Railway Station - Sheltered Bus Stop

Figure 2-14: Overpool Railway Station



Capenhurst Railway Station

2.3.19. Capenhurst is an unstaffed railway station to the west of the Site. It is located on the Liverpool Central – Chester line, with a summary of the service provided below. There are no bus facilities, turning head with limited car park, and a cycle facility with 20 bike spaces.

Table 2-8: Services from Capenhurst Railway Station

Service	Key Destinations	Frequency	Operator	Hours
Chester – Capenhurst – Liverpool Central	Bromborough (9 mins), Port Sunlight (15 mins), Birkenhead (25 mins), Liverpool Lime Street (34 mins) and Liverpool Central (36 mins)	Twice hourly	Merseyrail	06:03-23:09 (Mon-Sat) 08:09-23:09 (Sun)
Liverpool Central – Capenhurst – Chester	Bache (6 mins), Chester (10 mins)	Twice hourly	Merseyrail	06:12-00:17 (Mon-Sat) 08:47-00:17 (Sun)

Source: Merseyrail (November 2025)

2.3.20. Figure 2-15 shows the platform at Capenhurst Railway Station, as confirmed in a Site visit, November 2024.

Figure 2-15: Capenhurst Railway Station

Chester Railway Station

2.3.21. Chester Railway Station is a regional transport hub with connections into Liverpool, Manchester, Crewe, London Euston and North Wales with services operated by Merseyrail, Northern, Avanti West Coast and Transport for Wales. Located 10km from the Site, it is the only station currently accessible from CODO by public transport. Route 1 and X1 operate a combined three times per hour service Monday – Friday with a reduced Sunday service, with a timetabled journey time of 23 minutes from Chester Railway Station to CODO.

3. Development Potential

3.1. Overview

3.1.1. The Commissioners are promoting mixed-use development on the Site, which forms part of the wider EP01 site.

3.1.2. The Commissioners are continuing to investigate the feasibility of a mixed-use development on the Site as part of the proposed EP01 allocation. It is estimated that the Commissioner's landholding (the Site) could accommodate approximately 1,200 homes and 4 hectares of employment land within the wider EP01 site, plus potential renewable energy development on land to the east of the M53, which will require the EP01 site boundary to be extended.

3.1.3. The Concept Masterplan for the Site is provided in the Vision Document. This shows the employment uses are proposed in the northeastern corners of the Site adjacent to the A5117 and M53 with the remainder of the Site accommodating a sustainable residential development with potential ancillary amenities, including primary school and leisure hubs.

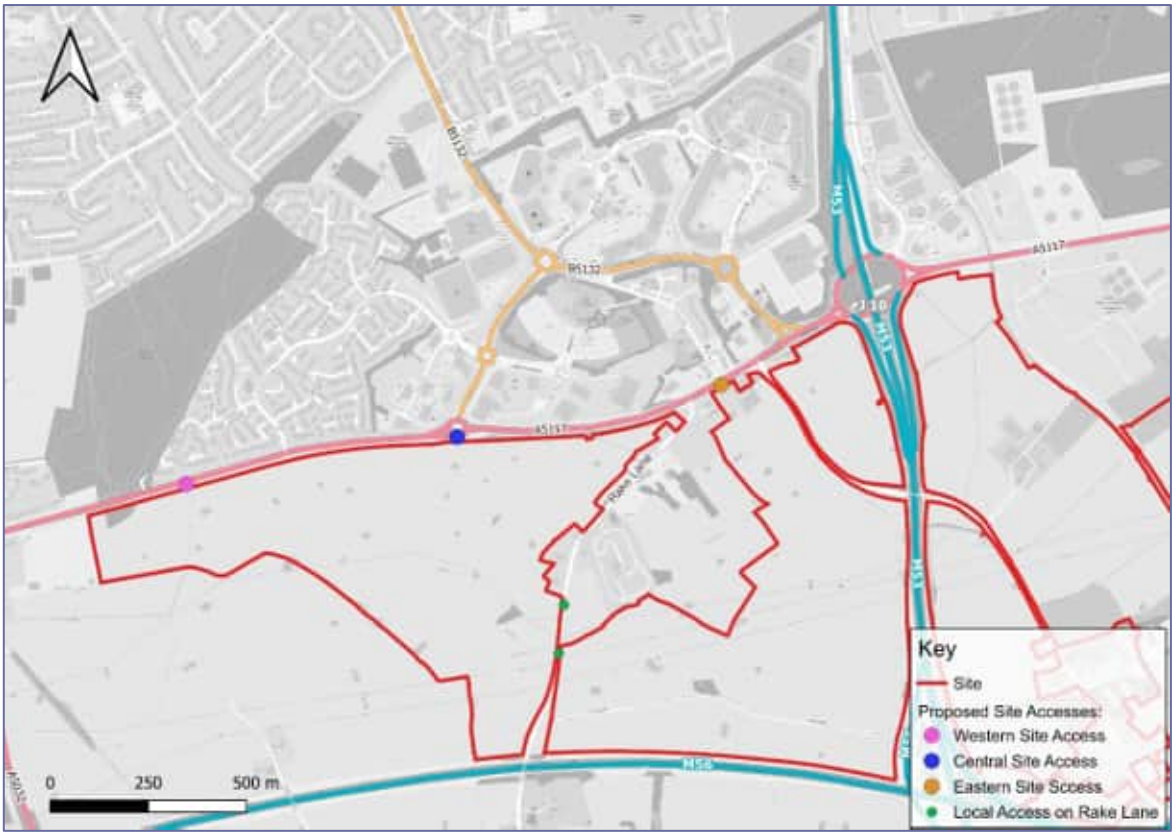
3.2. Access Strategy

3.2.1. PF has undertaken some initial feasibility of access options for the Site accounting for the above quantum of development. Therefore, this section addresses access to the Commissioner's landholding and not the entire EP01 proposed allocation, which will require consideration as part of future work. For reference, Figure 1-2 shows the location of the Site in relation to the wider EP01 site.

3.2.2. Initial access locations have been informed by the layout of the Concept Masterplan, the location of surrounding land uses, the extent of the adopted highway network running through and adjacent to the Site, plus traffic survey data for the surrounding highway network.

3.2.3. It is envisaged that three points of primary access will be required to serve the Site from the A5117 with local accesses between parcels off Rake Lane. These locations are shown indicatively in Figure 3-1.

Figure 3-1: Potential Site Access Locations



Source: OpenStreetMap with Pell Frischmann annotations

3.2.4. As above, the primary accesses from the A5117 are referred to as the Western, Central and Eastern accesses. Descriptions of the likely form of these accesses and the quantum of development regularly served by each access is described below.

Western Site Access

3.2.5. The western access is proposed to be located on the A5117 to the north of the Site, approximately 280 metres to the west of the junction with Stanney Woods Avenue located opposite. At this location, the A5117 is a single 50mph carriageway with one lane per direction, with no notable constraints. It is estimated that this accessed would serve approximately 288 homes located within the western extents of the Concept Masterplan.

3.2.6. The Site access junction at this location is proposed in the form of a signalised T-junction. This form of junction has been chosen to facilitate the provision of signal-controlled crossings on all approach arms. LTN 1/20 complaint infrastructure is shown indicatively.

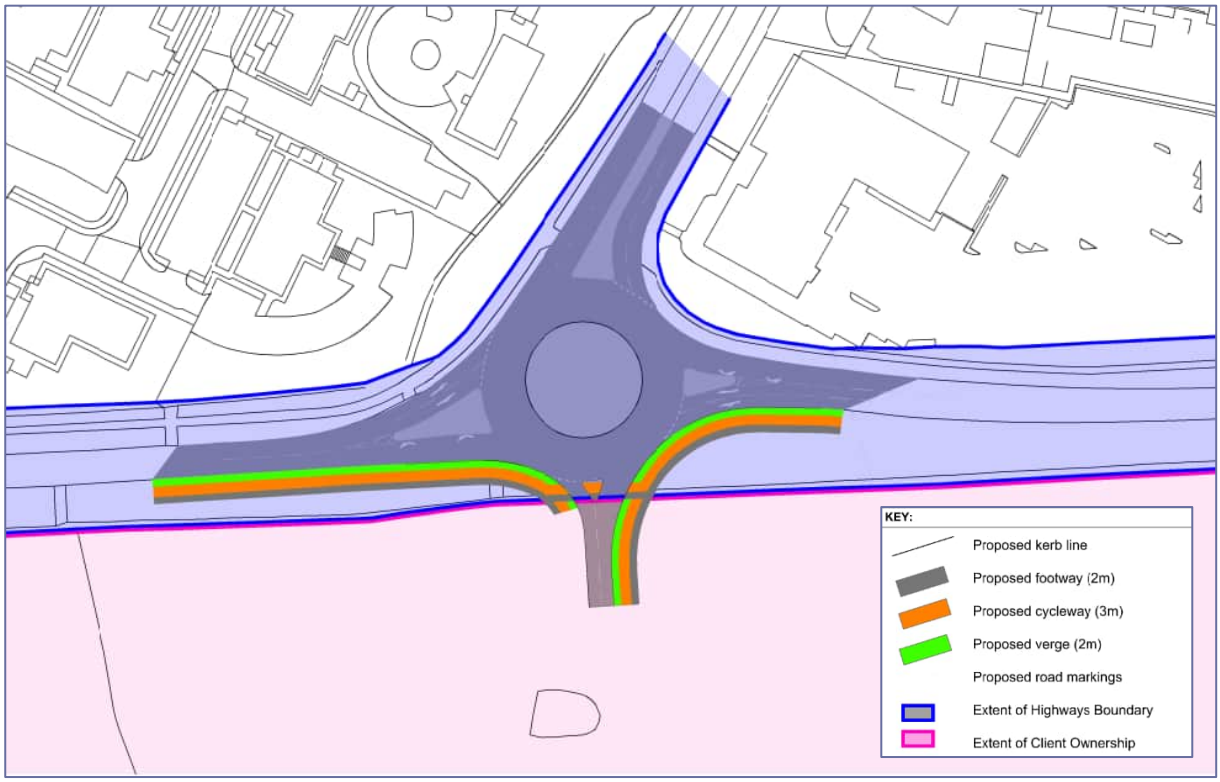
Figure 3-2: Preliminary Design of Western Access

Central Site Access

3.2.7. The central access is proposed via a fourth arm onto the existing Longlooms Roundabout from the A5117 to the north. It is expected to serve the majority of residential development, approximately 594 homes.

3.2.8. The design of the central access is shown on Drawing '10109830- PEF- ZZ- D-H-103_P1'. LTN 1/20 complaint infrastructure is shown indicatively.

Figure 3-3: Preliminary Design of Central Access



Eastern Site Access

3.2.9. The Eastern Access is proposed from the A5117 to the north and is located opposite the existing priority junction with Stanney Lane. The location has been chosen to achieve adequate stagger distance away from the A5117/ B5132, which is known to be congested during peak shopping periods associated with CODO. It is likely to require Little Stanney Lane to be diverted away from existing junction with the A5117 to improve link capacity and facilitate internal access to the employment parcel from the proposed new junction.

3.2.10. Therefore, the Eastern Access would accommodate 4 hectares of employment development, up to 318 homes and existing traffic using Little Stanney Lane.

3.2.11. This access option would enable a section of the existing Little Stanney Lane carriageway, towards the A5117, to be repurposed as a greenway or public realm route leading to the employment area, improving sustainable travel accessibility.

3.2.12. The design of the Eastern Access option is currently being refined, but is likely to be in the form of a four-arm signalised junction with Stanney Lane and the A5117. LTN 1/20 compliant crossings would be integrated into the design of the junction to facilitate safe access across the A5117 for cyclists and pedestrians.

Junction Capacity Assessment

3.2.13. The initial designs of the above access options have been subject to standalone junction modelling using LinSig for the signalised junctions, including the Eastern and Western Accesses, with the Central Access modelled using Junctions 9 (ARCADY).

3.2.14. The initial traffic modelling has been based on traffic data from surveys conducted in March 2025 growthed to a Future Year of 2035 with development traffic added on top. The development traffic has been calculated based on TRICS data and assigned to the network in accordance with gravity model calculations using 2011 Census journey to work (JTW) ‘origin-destination’ data.

3.2.15. The initial modelling work suggests that all of the above Site access junctions would operate with reserved capacity in the Future Year with the development traffic including appropriate phasing for pedestrian crossings being called every cycle.

3.2.16. Whilst the assessment has accounted for background traffic growth, it is recommended that further analysis will be required in the future to assess the operation of the junctions accounting for additional through traffic along the A5117 associated with the wider EP01 development in consultation with CWCC Highways and National Highways. The interaction of the proposed junctions with adjacent junctions may also need to be assessed as part of a wider network model.

4. Sustainable Transport Strategy

4.1.1. This section outlines the key principles that would underpin the sustainable transport strategy for the Site and that could be applied to the wider EP01 site. It focuses on facilitating access to and from the Site by active travel modes to local amenities and cycle routes identified in Section 2 of this report. Opportunities to access the Site by public transport have also been considered as part of the sustainable transport strategy.

4.2. Active Travel Strategy

Potential Walking and Cycling Improvements Along A5117 Corridor

4.2.1. The proximity of the Site to the south of existing residential areas in Ellesmere Port and CODO means improving connectivity to/from the north is essential. Therefore, this section focuses on the measures that could be implemented to improve pedestrian and cyclist connectivity along and across the A5117.

4.2.2. In the 2015 CIHT guidance *Planning for Walking,* walking neighbourhoods are defined as "having a range of range of facilities within 10 minutes' walking distance (around 800 metres)" (p. 30), corresponding to recent Active Travel England (ATE) guidance (Criterion 3, *Planning Application Assessment Tool*). As previously illustrated, to the north-east of the Site at CODO, a key range of amenities are located within this specified catchment and form part of the wider "20-minute city" concept. It is therefore anticipated that the A5177 will serve as the primary active travel route for Site users. High quality infrastructure will be required to facilitate this.

4.2.3. The A5117 currently forms a barrier to active travel user desire lines between the Site and CODO. There is a Pelican crossing facility across the A5117 at its junction with the B5132 and a staggered Toucan crossing across the B5132 arm at the same junction. Leading to this crossing point, from the Site, there is a wide footway for approximately 90m from the junction with Little Stanney Lane. Other than this, pedestrian infrastructure along the southern side of the A5117 and additional crossing points are limited.

4.2.4. Therefore, segregated walking/cycling routes compliant with LTN 1/20 and in line with ATE's Walking Route Audit Tool (WRAT) will be required along one side of the A5117. A continuous active travel route from the Site will be required to access the amenities at CODO. In accordance with Criterion 2 of the ATE *Planning Application Assessment Tool,* the route should:

- "have a minimum-width of 2m, with limited pinch point no less than 1.5m;
- [be] step free;
- have a smooth, even surface
- have seating at regular intervals;
- [be] uncluttered;
- have good natural surveillance and clear lines of sight;
- have street lighting;
- have wayfinding;
- having crossing points suitable for the speed and traffic flow of the road".

4.2.5. In addition to CODO, further amenities are located to the north-west of the Site in Ellesmere Port Town Centre. To access these destinations, the A5117 will act as a facilitatory route between the Site and the permeable routes through Cheshire Oaks and Stanney Woods to the north. This will require a variety of regular crossing points.

Pedestrian Desire Lines

4.2.6. Crossing points will need to align with anticipated active travel user desire lines and key points of access into the Site. There is no active frontage along much of the A5117, therefore the key points of access and key through routes are likely to be as follows:

- At the proposed site access junctions along the A5117 frontage;
- Stanney Lane leading to Ellesmere Port Town Centre;
- Longlooms Road Roundabout leading to Stanney Lane;

- Stanney Woods Avenue, which serves existing residential development to the north of the A5117; and
- Stanney Woods Country Park, a local leisure route.

4.2.7. Stanney Lane provides connections into key bus stops, serving the Route 1 Bus (Chester to Liverpool). Stanney Lane and Longlooms Lane provided connections into CODO and Ellesmere Port Town Centre. Stanney Woods Country Park provides a series of routes towards Whitby and Ellesmere Port Town centre, with Ellesmere Port Hospital also accessible from the Chester Road roundabout.

Site Access Options with Pedestrian/Cyclist Facilities

4.2.8. The three Site access options set out in Section 3 of this TNN will be designed to facilitate signal-controlled pedestrian and cyclist crossing points.

4.2.9. At the Western Site Access, pedestrian crossing facilities would be provided on all approaches with LTN1/20-compliant footways, cycleways and verges.

4.2.10. At the Central Site Access, pedestrian crossing facilities would be provided across the Site access arm with LTN 1/20-compliant footways, cycleways and verges. Additional signal-controlled crossing points across the A5117 will be considered as part of future design iterations.

4.2.11. The Eastern Site Access will be designed with signal-controlled pedestrian/cyclists crossing facilities across all arms.

Consideration of Alternative Crossing Facilities

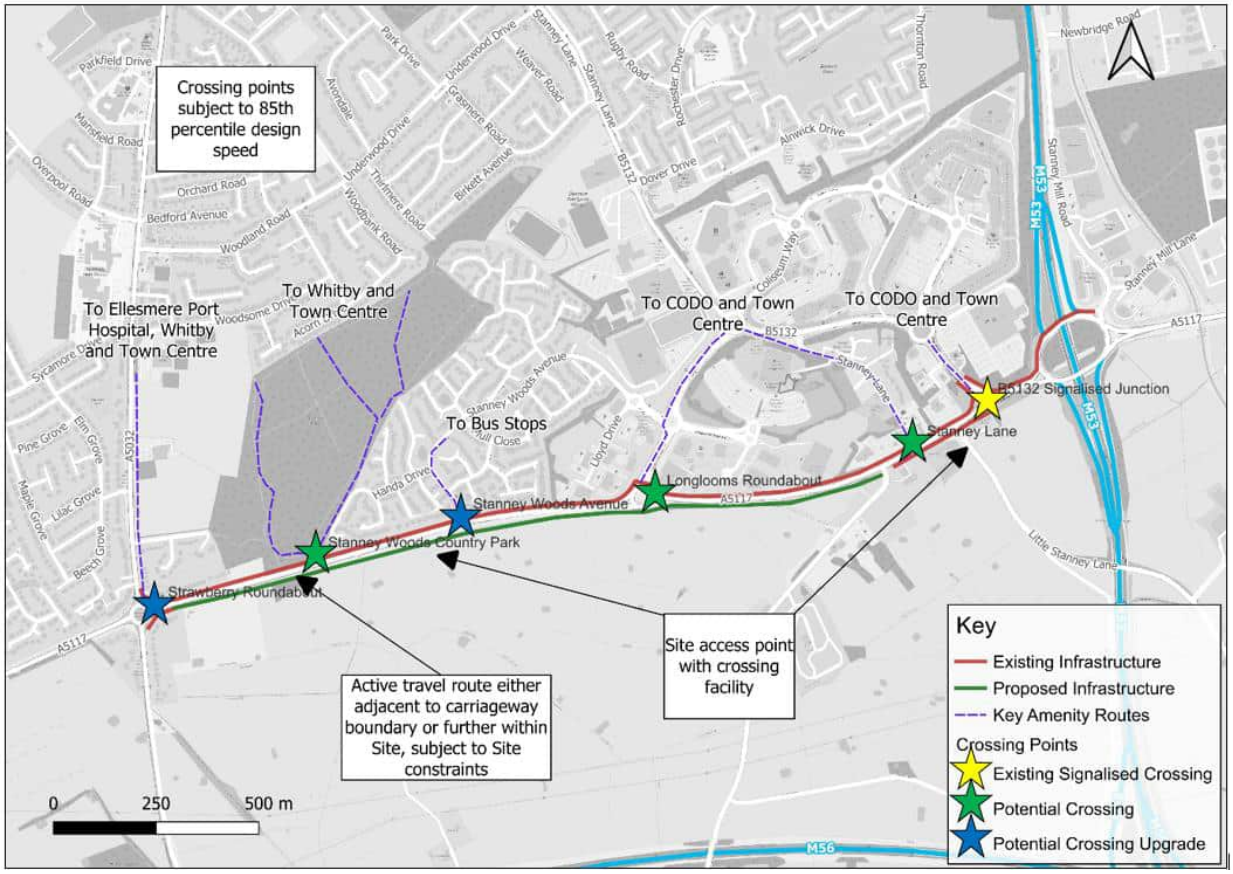
4.2.12. In addition to the Site access arrangements, additional pedestrian/cyclist crossing locations have been considered.

4.2.13. The existing A5117 / Stanney Woods Avenue junction is signalised and therefore subject to junction capacity assessment could be upgraded to provide Pelican crossing facilities on one or both A5117 approach arms.

Potential A5117 Crossing Points – Summary

4.2.14. Figure 4-1 shows existing and potential locations for new and improved pedestrian/cyclist crossing provisions along the A5117 corridor in the vicinity of the Site.

Figure 4-1: Potential Pedestrian/Cyclist Crossing Points along A5117



Source: OpenStreetMap contributors with Pell Frischmann annotations

4.3. Public Transport Strategy

Benefits to Cheshire Oaks Designer Outlet

4.3.1. The Site is located immediately south of Cheshire Oaks Designer Outlet (CODO), Blue Planet Aquarium, Coliseum Shopping Park, David Lloyd Chesire Oaks, Ellesmere Sports Village and West Cheshire Athletics club and therefore benefits from having shopping, leisure and employment destinations within walking and cycling distance. However, more traditional employment opportunities (e.g. office-based jobs) are located in the key regional employment centres including Liverpool to the north and Chester to the south and therefore public transport accessibility will play a crucial role in ensuring future Site residents and visitors can access employment opportunities further afield by alternatives to the private car use.

4.3.2. It is envisaged that a comprehensive Public Transport Strategy for the Site will have knock-on benefits for CODO and the operation of the surrounding highway network, which can experience traffic issues due to the dominance of car-based visitor trips to it, particularly during peak periods (e.g. on bank holidays, during school holidays and in the run up to Christmas / New Year sales). The traffic issues are currently apparent from observations of the use of Variable Message Signage (VMS) and Police Accredited Traffic Officers (PATO) from traffic control companies during peak periods.

4.3.3. Therefore, this section of the report considers the Public Transport Strategy for the Site mindful of benefits to CODO and surrounding users of the local highway network. In the first instance, it includes a summary of relevant policy and guidance considerations in respect to planning public transport as part of the Site masterplan moving forward.

Masterplan Considerations

Spine Road and Bus Stops

4.3.4. National Guidance sets out the importance of spatial planning for bus-oriented development. It states that:

"New developments…should be located where they can be served by extensions to existing bus services or where new services can provide direct and fast routes to the town centre and other major destinations. Once a development location has been decided, the outline street layout should be planned to allow direct and fast bus services that are both efficient for the operator and direct for the passengers."

4.3.5. Therefore, the Concept Masterplan for the Site includes a spine road running through it forming a bus corridor with higher-density residential, non-residential and educational uses located close to its route. Most of the development should be within 400 metres of a bus stop. Figure 4-2 shows the Western Expansion Area for Milton Keynes, which is structured around a 'city street' which will become the main bus routes serving the development and lends itself to high-quality bus services.

Figure 4-2: Example of Spatial Planning for High-Quality Bus Services (Milton Keynes West Expansion Area)

Transport Mobility Hub

4.3.6. There is potential for a Transport Mobility Hub to be incorporated into the masterplan for the Site.

4.3.7. Mobility hubs are highly visible, safe, and accessible spaces where public, shared and active travel modes are co-located alongside improvements to public realm, along with community facilities where relevant. The redesign and reallocation of space away from the private car enhances the experience for travellers and creates a more pleasant environment for everyone.

4.3.8. Mobility hubs will allow residents to quickly interchange between various transport modes when moving around the local area and accessing amenities in Ellesmere Port and beyond.

4.3.9. Regardless of size or spatial surroundings, mobility hubs maintain three core characteristics:

- *"Co-location of shared mobility modes.*
- *Redesign of space to reduce private car space and improve the surrounding public realm.*
- *A pillar or sign which identifies the space as a mobility hub which is part of a wider network and ideally provides digital travel information."*[2]

4.3.10. It is envisaged that a primary mobility hub on the Site could comprise interchanges between public transport and other mobility options for first/last mile journey, such as cycling, walking and micro-mobility. Traditional public transport and active travel infrastructure, such as spaces for cycle parking, public transport information and local mapping, could be combined with innovative infrastructure such as dockless cycle hire schemes and Amazon lockers (or likewise).

4.3.11. The scale and size of transport interchanges varies. Having the capacity to accommodate multiple buses alongside a safe turning facility together with active travel infrastructure are minimum requirements.

Short-term Public Transport Strategy

4.3.12. The short-term public transport strategy will ultimately depend on the proposed phasing of any future masterplan for the Site. However, it is recommended that early phases are served by extensions to existing bus services with precise triggers dependent upon demand and market conditions at the time.

4.3.13. As part of initial development phases, it is unlikely it will be feasible to provide a continuous orbital route through the wider Site and therefore adequate bus turning facilities will be required at the end of cul-de-sac style layouts or smaller orbital routes provided in the interim.

4.3.14. Precise details of the services to be diverted into early phases of the site will be subject to consultation with stakeholders at the time of any future planning applications, demand and market conditions, however we have provided some initial thoughts based on current baseline conditions.

4.3.15. All bus routes that serve CODO have been considered for re-routing. Bus routes 102 and 103 have not been deemed appropriate as these are Sunday-only services. This results in the following services:

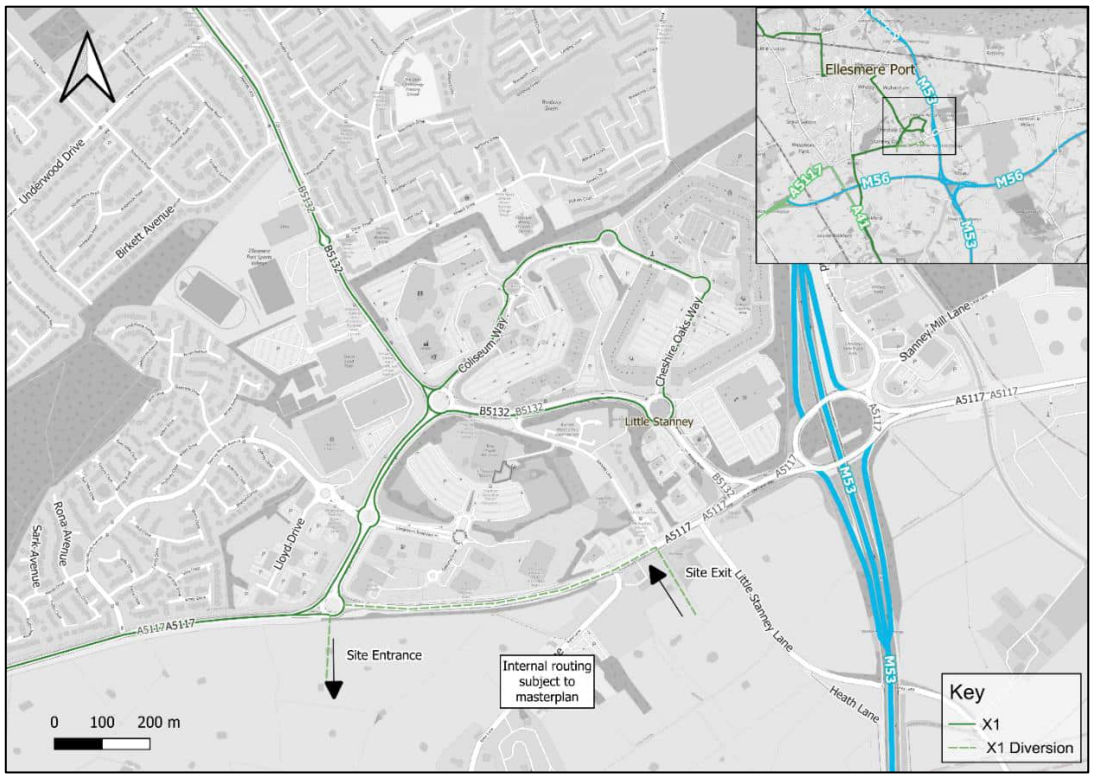
- X1 (Chester to Liverpool)
- 1 (Chester to Liverpool)
- 2 (Runcorn to Chester)

Route X1

4.3.16. Route X1 provides a twice-hourly service from Liverpool to Chester, via Overpool Station, seven days a week. It passes along the Site frontage along the A5117. It is proposed that a diversion enters or exits the Site at the A5117 / Longlooms Road roundabout to minimise route disruption and maintain existing route access, with a possible configuration shown in Figure 4-3 below. Internal routing is subject to other masterplanning constraints and should take into account previously outlined guidance.

[2] https://como.org.uk/shared-mobility/mobility-hubs/what/ (CoMoUK, 2021)

Figure 4-3: Possible X1 Diversion

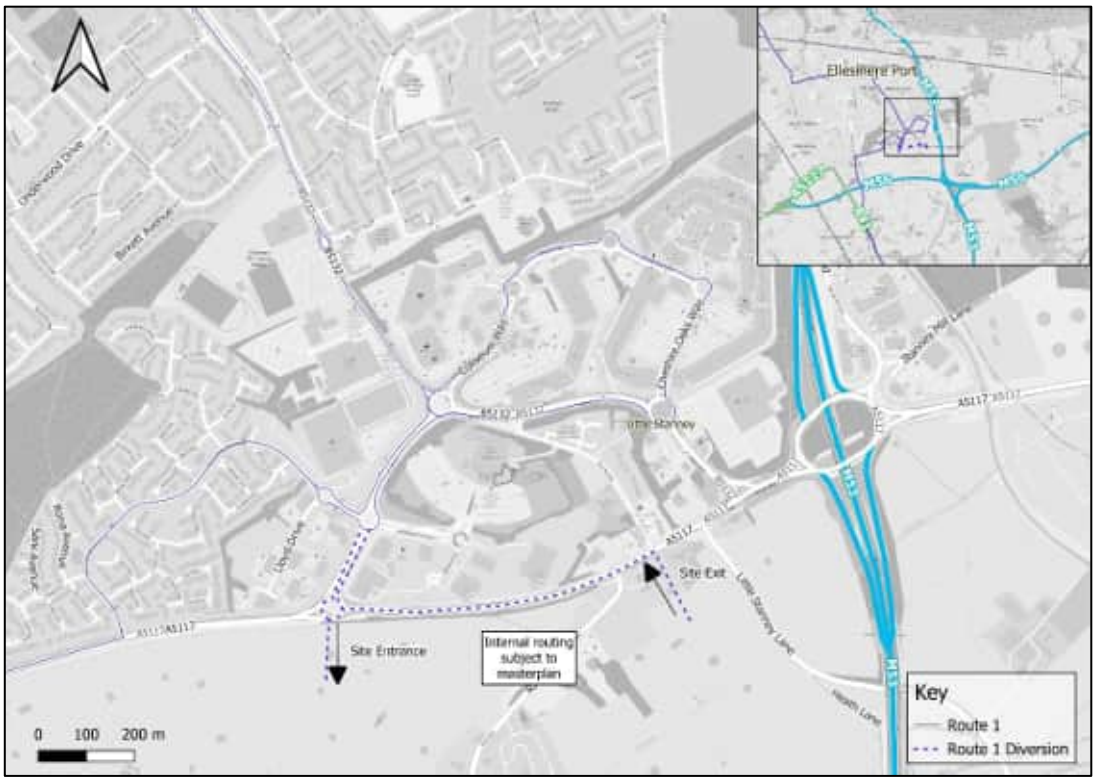


Source: OpenStreetMap contributors with Pell Frischmann annotations

Route 1

4.3.17. Route 1 is an hourly service from Liverpool to Chester, seven days a week. At CODO, Route 1 travels in an orbital route from the B5152 along Coliseum Way and Cheshire Oaks Way and back onto the B5132. A proposed routing option is shown in Figure 4-4. To minimise the impact on the CODO element of the service and to continue to serve the existing bus stops, the diversion to the Site is located away from the CODO loop; it is instead at Stanney Woods Avenue / Longlooms Road. A looped service exiting the Site via a different Site access to which the bus enters is preferred, as this design would cover a larger portion of the Site.

Figure 4-4: Possible Route 1 Diversion

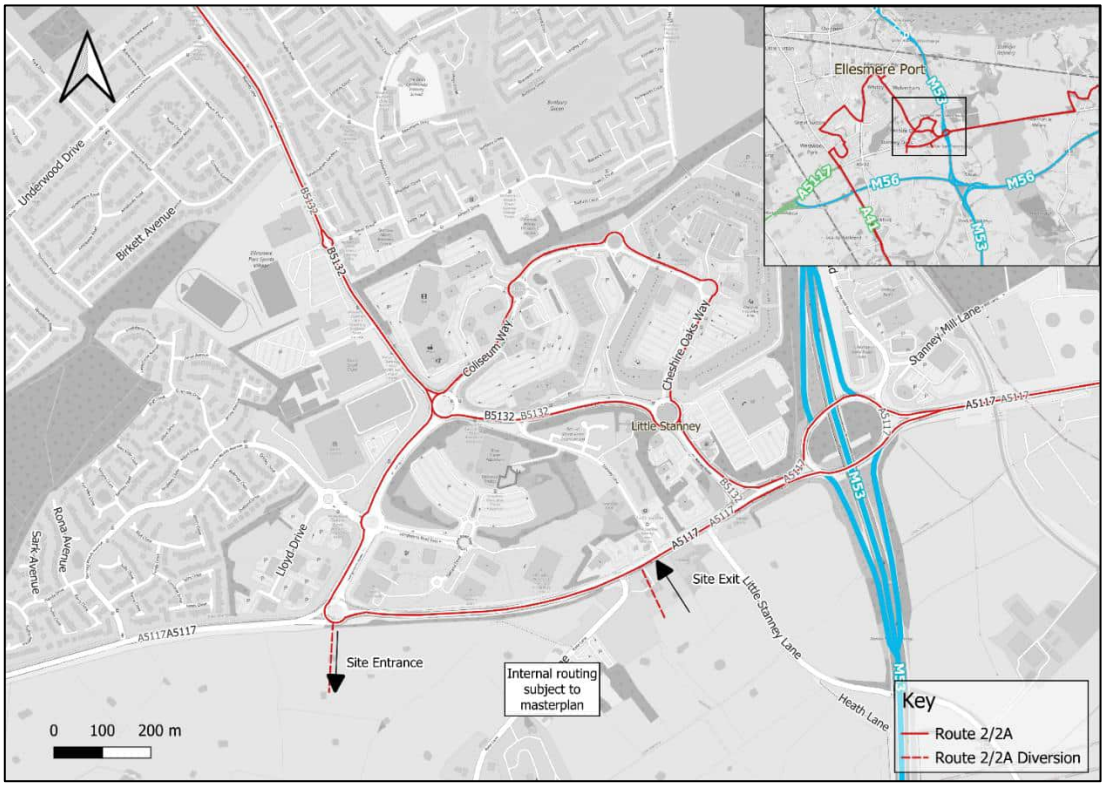


Source: OpenStreetMap contributors with Pell Frischmann annotations

Route 2

4.3.18. Route 2/2A is an hourly service from Runcorn to Chester, though there is no Sunday service. It runs along the Site frontage at the A5117. A possible re-routing option is shown in Figure 4-5.

Figure 4-5: Possible Route 2 Diversion



Source: OpenStreetMap contributors with Pell Frischmann annotations

4.3.19. Having reviewed the three diversion options, it is suggested that the diversion of Route X1 presents the greatest strategic opportunities. Currently, it is the most frequent service and serves CODO seven days a week. The existing route passes the proposed Site access points, as it currently travels along the A5117. Additionally, this is a long-distance route and therefore the proposed diversion would be expected to have less impact on the overall operation of the service. The connection from the X1 into Overpool Railway Station presents further strategic opportunities for bus-rail access to and from origins/destinations further afield.

Long-term Public Transport Strategy

4.3.20. In the longer-term, the priority will be to ensure the Site is served via singular or combined high-frequency bus services along a key route running through the centre of it. Subject to demand, opportunities could be explored to introduce a new service or shuttle bus with the aim of maximising bus-rail station integration.

4.3.21. In terms of rail integration, all three local train stations (Ellesmere Port, Overpool and Capenhurst) offer a frequency of two trains per hour (t.p.h.) to Liverpool operated by Merseyside Rail. Each station has been assessed against a number of important factors, which is summarised in Table 4-1.

Table 4-1: Comparison of Local Rail Stations and Connections

Consideration	Ellesmere Port Station	Overpool Station	Capenhurst Station
Accessible by existing bus service?	Yes – but not direct (Services 1 & 5) to Bus Interchange	Yes – Service X1	No
Potential to provide access by bus?	Yes	Yes	Possibly – not much space at station car park/access to provide a bus turning area.
Journey time* by existing bus service during peak hours?	27-29 mins	23 mins	N/A
Journey time by car during peak hours (i.e. potential new service from Site)?	4-7 mins via M53	6-10 mins via M53	6-10 mins via A5117
Key Destinations Served	Birkenhead (32 mins), Liverpool Lime Street (41 mins) and Liverpool Central (43 mins)	Birkenhead (30 mins), Liverpool Lime Street (39 mins) and Liverpool Central (40 mins)	Chester (10 mins) Port Sunlight (15 mins), Birkenhead (25 mins), Liverpool Lime Street (34 mins) and Liverpool Central (36 mins)
Trains per hour	2 (one direction)	2 (each direction)	2 (each direction)

**Journey time measured using Google Maps from A5117/ Stanny Lane junction*

4.3.22. As above, train services from Capenhurst Station offer the best coverage in terms of destinations served as it can be used to access both Liverpool to the north and Chester to the south. It also provides the shortest travel time to Liverpool Central, which can be accessed 4 minutes faster than from Overpool Station and 7 minutes faster than from Ellesmere Port Station. However, Capenhurst is not currently served by a public transport connection and based on on-site observations is constrained in terms of space around its access road and car parking meaning the provision of a new bus service to it from the site may not be possible. The benefit of the station serving Chester is negligible because the no. 1 bus service can be used to access Chester from the Site in around 30 minutes, which is similar to the likely total bus-rail travel time from the Site via Capenhurst Station.

4.3.23. On this basis, integration with Overpool Station (for access to Birkenhead and Liverpool) is considered the best option for the longer-term public transport strategy based on existing bus service coverage. This will require diverting the existing X1 bus service into and through the Site and enhancing the service frequency and capacity (subject to demand). There is also the opportunity to divert bus services 1 and 2 via Overpool to increase the service frequency to/from rail services. Discussions with local bus operators and CWCC at the planning stage will be required to agree the most appropriate feasible strategy at the time.

5. Summary and Conclusions

5.1.1. Pell Frischmann has been appointed by the Commissioners to prepare this Transport Technical Note to support the promotion of residential-led mixed-use development on land at Little Stanney near Ellesmere Port in Cheshire.

5.1.2. The Site forms part of a larger potential growth area, referred to as Site EP01, which located to the south of the A5117, to the north of the M56, to the west of the M53 motorway and on both sides of the A41 Liverpool Road. It covers an area approximately twice the size of the Site and is currently predominantly vacant farmland, with some established commercial uses in the triangular portion to the far western extents.

5.1.3. It is estimated that the Commissioner's landholding could accommodate approximately 1,200 homes and 4 hectares of employment land within the wider EP01 site, plus potential renewable energy development on land to the east of the M53 outside of the EP01 boundary. Ancillary uses are proposed as part of the Concept Masterplan including primary school and leisure hubs reducing the need for future residents to travel off-site.

5.1.4. Pell Frischmann has undertaken some initial feasibility of access options for the Site accounting for the above quantum of development. Initial access locations have been informed by the layout of the concept masterplan, the location of surrounding land uses, the extent of the adopted highway network running through and adjacent to the site, plus traffic survey data for the surrounding highway network.

5.1.5. It is envisaged that three points of primary access from the A5117 and two local accesses from Rake Lane will be required to serve mixed-use development on the Commissioners' land. This includes two new signalised junctions and an additional arm to the Longlooms Roundabout. The site access arrangements include signal-controlled pedestrian/cyclist crossing facilities to facilitate desire lines to existing amenities to the north.

5.1.6. The initial access designs have been subject to traffic modelling based on traffic data from surveys conducted in March 2025 growthed to a Future Year of 2035 with development traffic added on top. The development traffic has been calculated based on TRICS data and assigned to the network in accordance with gravity model calculations using 2011 Census journey to work (JTW) 'origin-destination' data.

5.1.7. The initial modelling work suggests that all of the above Site access junctions would operate with reserved capacity in the Future Year with the development traffic including appropriate phasing for pedestrian crossings being called every cycle. Whilst the assessment has accounted for background traffic growth, it is recommended that further analysis will be required in the future to assess the operation of the junctions accounting for additional through traffic along the A5117 associated with the wider EP01 development in consultation with CWCC Highways and National Highways. The interaction of the proposed junctions with adjacent junctions may also need to be assessed as part of a wider network model.

5.1.8. The Active Travel Strategy for the Site focuses on maximising the number of controlled pedestrian/cycling crossing points along the A5117 corridor facilitating safe access between the Site and existing amenities to the north. This includes the provision of signal-controlled and LTN 1/20 compliant pedestrian/cyclist crossing points incorporated into the potential Site access junctions and potential upgrades to existing junctions along the A5117 corridor.

5.1.9. An initial Public Transport Strategy for the Site has been developed based on a review of existing bus services and public transport interchanges in the surrounding area. The masterplan for the Site will be developed in accordance with best practice guidance and include a spine road accommodating bus access and routed to minimise walk distances for future residents and employees. There is potential for a Transport Mobility Hub to be incorporated into the masterplan for the Site facilitating integration between public transport and active travel modes. Based on existing services, Bus Route X1 presents the greatest strategic opportunity to be diverted into the Site and offers the potential for bus rail connectivity at Overpool Railway Station.

5.1.10. In conclusion, it is considered that the Site has potential to deliver a sustainable mixed-use urban extension to Ellesmere Port with excellent opportunities to promote sustainable transport use for future Site users.