

Transport Appraisal

Land North of Guiden Sutton Lane, Hoole.

On behalf of Satnam Investments Limited and Penmar Farming Limited.

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Document Management.

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1. Introduction

- 1.1. This Transport Strategy (TS) has been prepared by Pegasus Group on behalf of Satnam Investments Ltd and Penmar Farming Ltd. It supports the promotion of land for residential development at land north of Guilden Sutton Lane, Hoole, in Chester for approximately 500 dwellings.
- 1.2. The site is considered to be suitably close to a selection of services and facilities typically required on a daily basis by residents. There are existing pedestrian, cycle, and bus services providing connections with the city centre, where there are additional higher-order services and facilities.
- 1.3. The site also provides the opportunity for future residents to travel without relying on the use of Single Occupancy Vehicular (SOV) travel. When car borne trips are considered necessary, there is the opportunity to minimise the lengths of trips between the scheme and typical local services and facilities, when measured against national average trip lengths. This means there is the opportunity for car trips created by the development to be short.
- 1.4. This report addresses transport matters associated with residential development including access, parking and travel planning at a high level.
- 1.5. It is concluded that the scheme can bring forward new measures that would enhance the connectivity of the site, helping to enable a sustainable and deliverable development. It is concluded that the residential development at this location provides an appropriate opportunity to minimise the length and numbers of vehicular trips.
- 1.6. It is intended to work collaboratively with the highway authority and other stakeholders to agree appropriate strategies associated with the scheme in due course.
- 1.7. It is concluded that the site is sustainable and acceptable in transport terms.

2. Baseline Policy Context

Summary of Local Transport Related Policy

Cheshire West & Chester Council Local Plan (Part One)

- 2.1. The Cheshire West & Chester Council Local Plan (Part One) was adopted in 2015 and sets out the long-term vision for Chester, including priorities for future development. In particular, Policy STRAT 1 suggests that new housing is to be located with 'good accessibility' to shops, primary schools and community facilities, as well as public transport connections

Cheshire West & Chester Council Local Plan (Part Two)

- 2.2. The Local Plan (Part Two) was adopted in 2019. Part Two of the Local Plan identifies land allocations and provides greater detail on the strategic policies set out in Part One. Policy T2 identifies safeguarded land for a new Park and Ride site access at the M53/A56 junction to the north of the site to serve the Hoole Road corridor. The Policy states that a scheme here would be permitted, subject to it providing at least 500 spaces and overnight coach layover facilities, and measures to include cycling and walking connections. At this stage, it does not appear that there are any clear timescales for this scheme coming forward.

Chester West and Chester Council Local Transport Plan 2011–2026

- 2.3. The Cheshire West and Chester Council Local Transport Plan 2011–2026 outlines the Council's strategy and proposals for improving local transport over a 15 year period. A separate Implementation Plan accompanies the document, providing full details of the Council's spending priorities and delivery programmes.
- 2.4. The Plan sets out the top priorities of '*delivering reliable and efficient transport networks*' (page 19) and to reduce emissions for transport. It also sets out the objectives of encouraging the use of sustainable transport and ensuring that '*new development takes place in accessible locations*' (page 21).

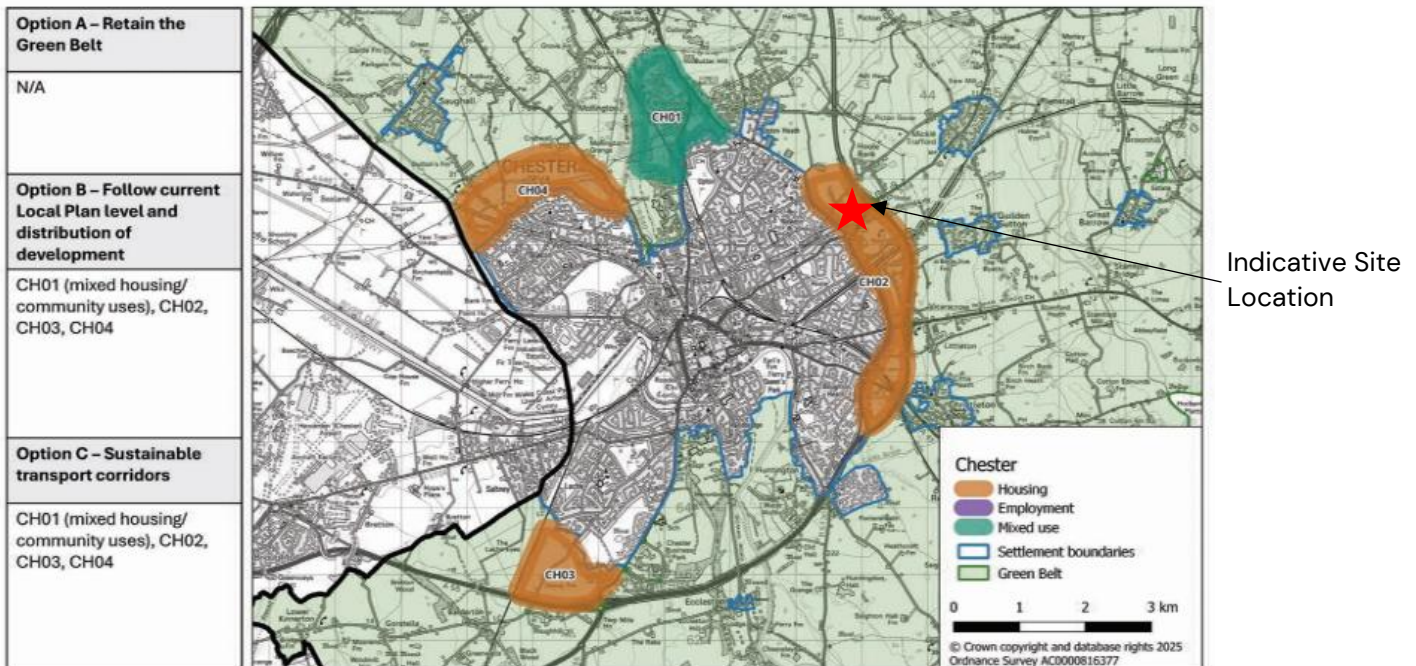
Cheshire West and Chester Local Plan Issues and Options Regulation 18 (2025)

- 2.5. The Cheshire West and Chester Local Plan Regulation 18 Issues and Options document reviews the policies of the current adopted Local Plan, including the spatial strategies. There are three options presented. Option A assumes that new development would be located outside of the Green Belt, although the document states at page 39 that it may still be necessary to identify areas for development that are within the Green Belt and/or countryside, if not enough land is able to be identified within existing settlements. Option B is identified as growth that follows the current Local Plan level and distribution of development. Within this Option, the document states that '*large urban extensions*' would be required around Chester, and that any development in peripheral locations would need to have '*good sustainable connectivity*' (page 33). Option C is identified as growth along sustainable transport corridors, specifically around settlements on the rail network and '*main bus route corridors*' (page 36). The site is identified to be compatible with either Option B or Option C at Table B.1 in the document.

- 2.6. Map 5.4 shows an area around the east of Chester which could be suitable for housing under draft allocation CHO2, which in part includes the site. An extract is included at **Plate 2.1** below.

Plate 2.1 – Map 5.4 – Chester Growth Options

Map 5.4 Chester growth options



- 2.7. Appendix B of the document identifies draft allocation CHO2 as ‘Chester East – Piper’s Ash’, which covers a total area of 205.53 hectares and is identified to potentially deliver over 4,300 dwellings under either growth Option B or C.
- 2.8. Policy SD 1 part 3 states that new developments should *‘be designed to make walking, wheeling and cycling as safe and easy as possible’*, providing options for sustainable travel modes and reducing the need to travel. Policy SS 3 suggests that urban extensions may be required *‘on the edge of existing settlements in locations with the best access to public transport and existing services and infrastructure’* (page 25).

National Policy

National Planning Policy Framework (2024)

- 2.9. In transport terms paragraph 109 of the NPPF recognises that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Paragraph 114 states that developments should ensure appropriate opportunities to promote sustainable travel are taken up, safe and suitable access to the site can be achieved by all users and any significant impacts on the transport network can be effectively mitigated to an acceptable degree. Paragraph 115 states that development should only be refused on transport grounds where the residual cumulative impacts are severe.

- 2.10. At paragraph 118 it states that *'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored'*. The accompanying 'Consultation Outcome' document dated 12 December 2024 states that updated guidance will be provided alongside the NPPF in due course regarding how to do vision-led assessments and it is understood that this is scheduled at present to be issued in Autumn 2025. .

Summary

- 2.11. It is considered that development of land north of Guilden Sutton Lane can be provided broadly in accordance with the objectives of current and emerging local and national transport planning policy. It is also considered that the site can positively contribute towards local aspirations and benefit the connectivity of the local area.
- 2.12. **Chapter 3** confirms that the site is within walking, cycling, and public transport journey distance of a variety of day to day services and facilities. The development of the scheme provides the opportunity for improvements to the existing connections to these facilities, which is considered to provide an advantage in terms of promoting non-car travel.
- 2.13. The high-level transport strategy associated with the development of land off Guilden Sutton Lane set out at **Chapter 4** of this report can only be provided in draft at this stage, in lieu of additional information coming forward. It will be in part determined by full Transportation Assessment work which will identify off-site mitigation and physical highway improvement schemes as well as opportunities for improvements to encourage sustainable travel; in consultation with the highway authority at Cheshire West and Chester Council, National Highways and relevant stakeholders in due course.
- 2.14. It is concluded that development of the site provides the opportunity to minimise the numbers and lengths of vehicular trips associated with new residential land uses within the local planning authority area.

3. Accessibility

Site Context

- 3.1. The site is bound by Guilden Sutton Lane to the south, the A56 and Chester Millennium Greenway to the north, the A55 to the east and the A41 to the west. The location of the site in the local context is shown at **Figure 3.1**.
- 3.2. The A41 forms part of the Chester Ring Road within the vicinity of the site. The A56 provides access to Junction 12 of the M53 to the north of the site. The A41 provides access to Junction 40 of the A55 to the south of the site, via the A51.
- 3.3. There are no Public Rights of Way in the vicinity of the site. The Chester Millennium Greenway abuts part of the northern site boundary and provides a mainly traffic-free route between Mickle Trafford in the east and central Chester and Connah's Quay in the west.

Walking and Cycling

- 3.4. The Department for Transport (DfT) document Manual for Streets (2007) states at paragraph 4.4.1 that walking offers the greatest potential to replace short car trips, particularly those under two kilometres. This equates to approximately a 25-minute walk based upon an average walking speed of 80 metres per minute¹. It is acknowledged that this is not an upper limit to the distance which people will travel on foot.
- 3.5. The Chartered Institution of Highways and Transportation (CIHT) 'Planning for Walking' (2015) document states that around 80% of journeys under one mile are made on foot, and around 26% of journeys between one and two miles are made on foot. This indicates that walking up to two miles is a realistic choice for most people.
- 3.6. The Department for Education (DfE) "Travel to School for Children of Compulsory School Age" document (2024) suggests that school children will only be eligible for free school transport if a scheme is beyond a walking distance of 3.2 kilometres (two miles) for those aged up to eight years old, and 4.8 kilometres (three miles) for children aged between eight and 16 years old. On this basis, it is typically reasonable to consider that a number of children will walk to schools within these distances.
- 3.7. The National Travel Survey 2023 dataset NTS 0308 'Average number of trips and distance travelled by trip length and main mode' for 2023 suggests that on average, 81% of trips under one mile (1.6km) are made by foot and 36% of trips between one and two miles (1.6-3.2 kilometres) are made on foot. This indicates that walking trips up to two miles are a realistic choice for members of the public.

¹ 'Providing for Journeys on Foot' IHT (2000).

- 3.8. The DfT Local Transport Note 1/20 Cycle Infrastructure (July 2020) states at paragraph 2.2.2 that *'two out of every three personal trips are less than five miles (eight kilometres) in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking'*. This distance equates to approximately a 30-minute cycle journey, based upon an average cycling speed of 270 metres a minute².
- 3.9. The CIHT 'Planning for Cycling' document sets out that the bicycle is a potential mode of transport for all journeys under five miles. The majority of cycling trips are for shorter distances, with 80% of all cycle trips being less than five miles. However, this is broadly reflective of trip lengths by all modes, with 67% of all trips being under five miles. It is considered that this should not be taken as a maximum, as some will choose to cycle further to facilities, work or for leisure.
- 3.10. It is considered that there is a variety of services and facilities within walking and cycling distance of the site that are typically required by residents of new development. It is also considered that there is also a good prospect that combined cycle-rail and cycle-bus journeys can be encouraged within Chester as well as wider destinations.

Public Transport Opportunities

Bus

- 3.11. Existing bus stops named 'Moorcroft Crescent' are located on Guilden Sutton Lane on the southern site boundary, around 300 metres from the approximate centre of the site. The eastbound stop is currently provided with a flag, pole, timetable information and a raised kerb with a bus cage marked on the carriageway. The westbound stop is provided with a shelter, seating, flag, pole, timetable information, raised kerb and bus cage. Additional bus stops are located on the A56 to the north of the site, around 500 metres west of the approximate site centre. A summary of the key bus routes serving these stops are shown at **Figure 3.2** and summarised in **Table 3.1**.

² Local Transport Note 1/20 'Cycle Infrastructure Design' (July 2020).

Table 3.1 – Summary of Local Bus Services

Service	Route	First / Last Bus	Frequency (Minutes)		
			Weekday	Saturday	Sunday
Guilden Sutton Lane Bus Stops (Moorcroft Crescent)					
26	Guilden Sutton – Ellesmere Port	08:12 / 15:12	120	120	-
	Ellesmere Port – Guilden Sutton	09:03 / 17:33	120	120	-
A56 Bus Stops (Doubletree Hilton Hotel)					
X30	Chester Bus Interchange – Warrington Bus Interchange	07:10/19:01	60	60	60
	Warrington Bus Interchange– Chester Bus Interchange	06:52/18:45	60	60	60
2X	Chester Bus Interchange – Ellesmere Port – Runcorn	19:43	Daily	Daily	-

- 3.12. The first service to Ellesmere Port departs the Guilden Sutton Lane bus stops at 09:12 and arrives at 10:05. The final returning service departs at 16:40 and arrives back at Guilden Sutton Lane at 17:33.
- 3.13. The first service to Warrington departs from the A56 bus stops at 07:10 and arrives at the Warrington Bus Interchange at 08:38. The final returning service departs at 17:27 and arrives at the A56 bus stop at 18:45. The first bus into central Chester from this stop departs at 06:52 and arrives at 06:58, and the final returning service departs at 18:55 and arrives at the A56 stops at 19:01.

Rail

- 3.14. Chester Railway Station is located approximately 3.4 kilometres southwest of the approximate site centre. It provides two car parks with a combined total of 236 car parking spaces and 76 secure, sheltered cycle parking spaces. Chester Railway Station provides direct services to Liverpool approximately every 15 minutes, to Holyhead approximately twice an hour, and to Leeds, London Euston and Manchester Airport approximately every hour.
- 3.15. Bus route X30 can be used to travel between the site and Chester Railway Station. The service stops at the Hoole Bridge Shops, which is approximately 400 metres from the Station, equating to an approximate five minute walking time. It is therefore considered that linked sustainable travel trips are possible to and from the proposed site.

Local Services and Facilities

- 3.16. The local area of Hoole offers everyday services including a pre-school, doctors surgery, leisure facilities, a convenience store and some local public houses. **Figure 3.1** illustrates the services and facilities within the vicinity of the site, and those which are within various walking distances of the approximate centre of the site. This shows that a primary school, pre-school, convenience store, doctors surgery and public houses are within walking distance. The facilities within an eight kilometre cycle distance are shown on a separate isochrone plan at **Figure 3.3**, which confirms that Chester City Centre and Railway Station are within reasonable cycle distance of the site.

Table 3.2 shows the walking and cycling distances along with the estimated typical travel time between the site and local facilities and amenities. These are typically within a 25 minute walk, or a 30 minute cycle based upon an average walking speed of 80 metres per minute³ and an average cycling speed of 270 metres a minute⁴. They are also typically within 10 miles (16 kilometres), which is the national average bus journey distance travelled⁵. It is accepted that the time it takes people to walk this distance will depend on the individual's level of health and fitness and will therefore vary from person to person. The distance measurements are taken from the approximate centre of the site, using existing pedestrian/cyclist infrastructure, not 'as the crow flies'. Table 3.2 – Approximate Distances to Local Facilities and Amenities

Facility / Amenity	Distance from Approximate Site Centre (kilometres)	Approximate Walking Time (minutes ⁶)	Approximate Cycle Time (minutes ⁷)	Approximate Bus Journey Time (minutes ⁸)
Education				
Guilden Sutton Day Nursery	0.3	4	1	-
The Spinney Day Nursery	0.4	5	1	-
Oldfield Primary School	1.4	18	5	-
Guilden Sutton C of E Primary School	1.6	20	6	12 (4+5+3)
Maple Grove School	1.6	20	6	16 (6+3+7)
North West Academies Trust	3.9	-	9	20 (4+13+3)

³ 'Providing for Journeys on Foot' IHT (2000)

⁴ Local Transport Note 1/20 'Cycle Infrastructure Design', published by the DfT in July 2020

⁵ 2023 NTS 0308 'Average Number of Trips and Distance Travelled by Trip Length and Main Mode' reports around 89% of local bus trips are under 10 miles (which equates to 16 kilometres)

⁶ Based on a walk time of 80 metres per minute ('Providing for Journeys on Foot' IHT (2000)).

⁷ Based on a cycle time of 270 metres per minute (Local Transport Note 1/20 'Cycle Infrastructure Design' (July 2020)).

⁸ Based on time walking to bus stop + bus journey time + time walking to destination derived from Google. These use the nearest bus routes to the site (specified in **Table 3.1**).



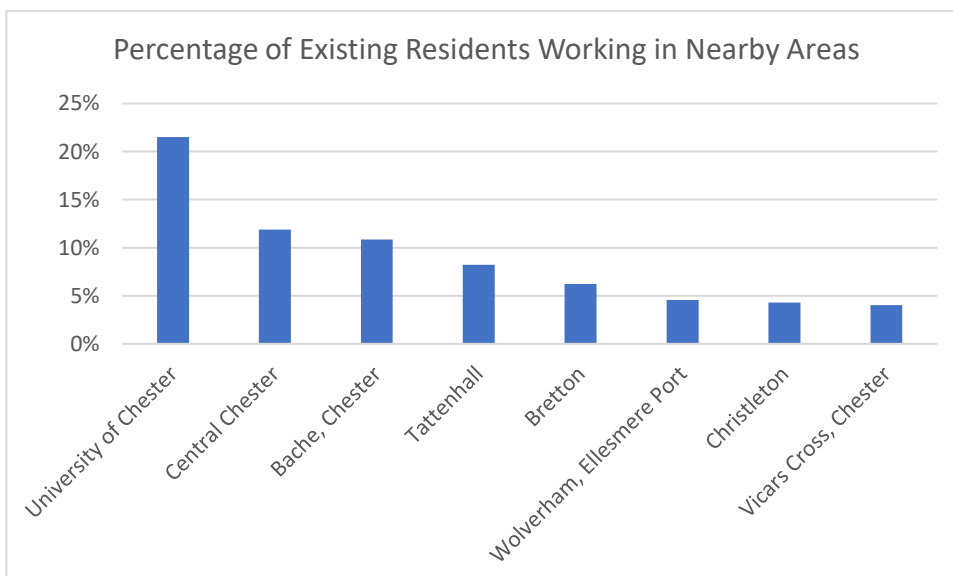
Facility / Amenity	Distance from Approximate Site Centre (kilometres)	Approximate Walking Time (minutes ⁶)	Approximate Cycle Time (minutes ⁷)	Approximate Bus Journey Time (minutes ⁸)
Queen's Park High School	4.9	-	18	26 (6+7+4+9)
University of Chester	5.0	-	19	19 (4+5+10)
Employment				
Guilden Sutton Lane Industrial Units	1.1	14	4	10 (4+2+4)
Chester City Centre	4.8	-	18	11 (6+5+0)
Sealand Industrial Estate	7.3	-	27	19 (6+5+3+5)
Chester Business Park	8.0	-	30	25 (6+5+14+0)
Central Trading Estate	8.0	-	30	27 (6+7+11+3)
Personal Business				
Dentistry with Integrity	0.8	10	3	-
Ghosh Medical Group	0.9	11	3	-
Vicars Cross Pharmacy	1.3	16	5	15 (4+1+10)
A1 Vision Opticians	1.3	16	5	15 (4+1+10)
Countess of Chester Hospital	4.4	-	16	23 (6+6+10+1)
Retail/Leisure				
DoubleTree by Hilton Hotel and Spa	0.5	6	2	-
Toby Carvery	0.9	11	3	9 (6+2+1)
Vicar's Cross Community Centre	1.4	18	5	-
The Piper Public House	1.5	19	6	-
Guilden Sutton Village Hall	1.7	21	6	12 (4+4+4)
Queens Road Park	1.7	21	6	-
Premier	1.7	21	6	-
Co-op Food	2.2	-	8	12 (6+3+3)

Facility / Amenity	Distance from Approximate Site Centre (kilometres)	Approximate Walking Time (minutes ⁶)	Approximate Cycle Time (minutes ⁷)	Approximate Bus Journey Time (minutes ⁸)
Chester County Officers Cricket Club	2.1	-	8	-
Lime Woods Field	2.2	-	8	13 (6+2+5)
Kingsway Shopping Centre	2.3	-	9	16 (6+2+8)
Aldi	2.3	-	9	19 (4+8+7)
Public Transport				
Nearest Bus Stop	0.3	4	1	-
Chester Train Station	3.4	-	14	24 (4+13+7)

Journey to Work

3.17. Local Census travel to work data is illustrated at **Plate 3.1** and confirms that the majority of residents living in Cheshire West and Chester O22 Census ward (in which the site is located) work locally within or around Chester. Other prominent places of work for local residents include Tattenhall, Ellesmere Port and Christleton. It is considered that the majority of these locations can be reached by bus or rail. It is considered that the locational context of the site will help encourage relatively short commuting journey.

Plate 3.1 – Local Residents’ Place of Work



Journey Distance Comparison

3.18. The National Travel Survey (NTS) provides the national average trip length by purpose for all modes of transport. These distances have been compared with the distances between the site and key local services in **Table 3.3**. This confirms that future residents of the scheme would be located relatively close for short vehicular trips to various services and amenities, and it is considered that a development in this location would therefore help to minimise the length of car trips in the global context when considering delivery of new housing.

Table 3.3 – Trip Distance Comparison

Trip Purpose	Amenity / Facility	2023 NTS Average Trip Distance (km)	Approximate Walking Distance (km)	%age Difference
Commuting	Guilden Sutton Lane Industrial Units	14.4	1.1	-92.4%
	Chester City Centre		4.2	-70.8%
	Chester Business Park		7.8	-45.8%
Primary School	Oldfield Primary School	4.8	1.4	-70.8%
Secondary School	Queen's Park High School		4.7	-2.1%
Personal Business	Countess of Chester Hospital	8.2	4.9	-40.2%
Retail	Aldi	5.9	2.3	-61.0%
Leisure	Chester County Officers Cricket Club	11.2	2.2	-80.4%
	Lime Wood Fields		2.2	-80.4%

Source: National Travel Survey Table NTS0403

Conclusion on Accessibility

3.19. It is concluded that the site is located within proximity to existing facilities and amenities and provides the opportunity to combine walking and cycling with public transport trips. It also provides the opportunity to minimise the numbers and lengths of journeys made by Single Occupancy Vehicular (SOV) travel.

4. Development Proposals

Access Strategy

- 4.1. It is proposed that the development will be served by two new multimodal access points from Guilden Sutton Lane at the south of the site. An additional pedestrian, cycle and emergency vehicular access point is also proposed from the A56 at the north of the site. Additional potential non-motorised user links could also be investigated onto the A56 where the site abuts the carriageway, as well as a new connection onto the Chester Millennium Greenway. The potential points of access are indicatively shown on the masterplan within the wider submission.
- 4.2. The junctions on Guilden Sutton Lane would be designed broadly in accordance with Design Manual for Road and Bridges (DMRB) CD123 for a junction onto a road with a 40mph speed limit, as appropriate. Initial concept access arrangements are illustrated at **Figure 4.1**. The eastern access comprises a ghost island right turn lane situated approximately in the location of the existing Moorcroft Crescent eastbound bus stop. This bus stop is then proposed to be relocated around 45 metres to the east, as shown indicatively on the plan.
- 4.3. The current location of the access points has been determined based on the achievability of the visibility splay requirements, in accordance with the currently signed speed limit, within land maintained at public expense and/or controlled by the Applicant. Each access has also been positioned within consideration to the existing dwellings and driveways on the opposite side of the carriageway. It is currently considered that the accesses in these locations are deliverable, however they are subject to detailed Transportation Assessment work in due course, and it is considered that that can be adjusted if considered necessary, further to discussions with the local highway authority.

Internal Highway Strategy

- 4.4. At this stage, it is proposed that the principal internal access roads will measure a minimum of 7.3 metres wide with a three metre wide shared footway cycleway on one side of the carriageway, and a two metre wide footway on the other side of the carriageway. Between the two proposed access points, this will provide an internal access road loop arrangement within the main body of the site. It is anticipated that the design speed within the estate roads will be no more than 20mph.
- 4.5. The internal loop road would include roads and turning areas intended to be adopted in due course by the highway authority, and which are appropriate for use by fire appliances and refuse vehicles. Routes serving five dwellings or less would be expected to be privately maintained at this stage.
- 4.6. Secondary and tertiary routes within the development are currently anticipated to comprise 5.5 metre carriageways with two metre footways on both sides. These will be designed to prevent rat-running opportunities, yet provide permeability throughout the site, including between land parcels. Appropriate wayfinding would be provided throughout the development. It is currently anticipated that the detail of the internal layout would be provided in line with prevailing local and national guidance at that time.

Parking Strategy

- 4.7. Car parking would be provided in accordance with Chester West and Chester Council Parking Guidance Supplementary Planning Document and national best practice, as appropriate and subject to prevailing guidance at the time the reserved matters application is determined.

Walking and Cycling Access Strategy

- 4.8. It is currently anticipated that pedestrians and cyclists will access the site via Guilden Sutton Lane to the south of the site and the A56 to the north of the site.
- 4.9. The potential for a shared footway/cycleway on Guilden Sutton Lane will be investigated as part of future transportation assessment work. One indicative widening option is shown in **Figure 4.1**.

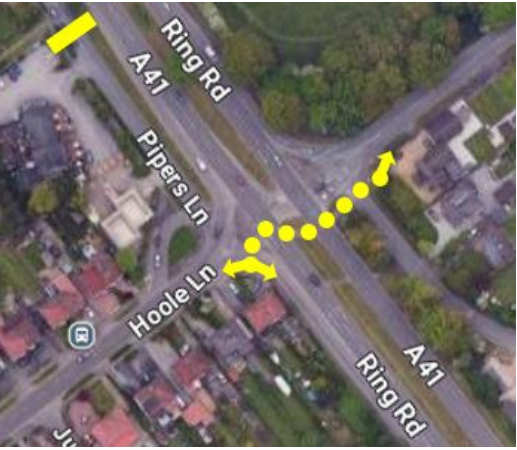
Travel Planning Strategy

- 4.10. It is anticipated that a Travel Plan will be provided in order to help reduce the lengths and numbers of SOV trips and to encourage sustainable travel. It would promote the use of walking and cycling for local trips and encourage the use of cycling and public transport (with combined trips where appropriate) for longer journeys. The Travel Plan would refer to the Cheshire West and Chester Council Travel Planning Guidance Supplementary Planning Document or other guidance prevailing at that time as appropriate.
- 4.11. At this stage it is anticipated that the Travel Plan may include a suite of measures and initiatives, an Action Plan and a target and monitoring regime. It is expected that a Travel Plan Coordinator would be appointed at the site to implement the Travel Plan.

Trip Mitigation Strategy

- 4.12. Mitigation is proposed to include soft (non-physical) travel plan measures to encourage sustainable travel and to minimise single occupancy vehicular trips. It is also anticipated to include hard (physical) measures related to infrastructure improvements should these be required at bus stops and at junctions and/or for off-site cycle infrastructure for example.
- 4.13. At this stage, initial broad-brush assessments suggest that the existing Guilden Sutton Lane junction with the A41 could currently accommodate an element of traffic associated with the proposed development of the site in capacity terms. However, it is currently envisaged that some level of improvements would come forward here to enable the junction to accommodate this traffic in conjunction with background traffic growth and possibly traffic associated with other sites that come forward (as identified in the Local Plan). This is subject to detailed Transport Assessment work and discussions with highway officers in due course. A range of some (but not all) options are set out on **Table 4.1**.

Table 4.1 – A41/Guilden Sutton Lane Junction Options

Drawing Reference	Improvements	Pros	Cons
Option 1 – Minor Alterations			
	<ul style="list-style-type: none"> • Pipers Lane/Hoole Lane junction rationalised and closed to through-traffic to the north of existing public house. • Hare Lane closed to through traffic at Bellevue Lane to prevent rat-running. • Pedestrian crossing facilities on the southern arm of the A41 are signalised. 	<ul style="list-style-type: none"> • Highway Safety benefits by rationalising turning movements. • Removal of rat-running. • Improves safety of pedestrians crossing the A41. 	<ul style="list-style-type: none"> • No right turn from A41 northbound onto Guilden Sutton Lane. • Some traffic would still use the Hare Lane junction with Guilden Sutton Lane.
Option 2 – Signalisation with Right Turn from A41 (south) to Guilden Sutton Lane			
<p>P25-0501-PEG-XX-XX-SK-C-0001-P1 (Contained at Appendix A)</p>	<ul style="list-style-type: none"> • Pipers Lane/Hoole Lane junction and also Hare Lane/Guilden Sutton Lane junction rationalised / closed to through-traffic to the north of existing public house. • Hare Lane closed at Bellevue Lane. • Controlled pedestrian crossing facilities within the signals. 	<ul style="list-style-type: none"> • Provides a dedicated right turn lane for traffic from A41 (south) northbound to Guilden Sutton Lane. • Highway Safety benefits by rationalising turning movements. • Removal of rat-running. • Improves safety of pedestrians crossing the A41. • Potential to control speeds on the A41. 	<ul style="list-style-type: none"> • Some traffic would still use Hare Lane. • Some restricted movements at the signalised junction would not lead to an optimal layout for pedestrian and cycle crossing points.

Drawing Reference	Improvements	Pros	Cons
Option 3 - Full Movement Signalised Option			
	<ul style="list-style-type: none"> • Signalise the existing A41/Guilden Sutton Lane junction to allow all movements from all arms. • Pipers Lane/Hoole Lane junction rationalised and closed to through-traffic to the north of existing public house . • Hare Lane closed at Bellevue Lane. • Controlled pedestrian crossing facilities within the signals. 	<ul style="list-style-type: none"> • Allows for all traffic movements. • Provides a dedicated right turn lane for traffic from A41 (south) northbound to Guilden Sutton Lane. • Highway Safety benefits by rationalising turning movements. • Removal of rat-running. • Improves safety of pedestrians crossing the A41. • Potential to control speeds on the A41. • No u-turners at the A41/A56 roundabout to the north from Hoole Lane. • Direct routing for local existing residents. • Able to incorporate signalised crossings on all arms. 	<ul style="list-style-type: none"> • Some traffic would still use Hare Lane. • Re-routing traffic compared to the existing situation may have offset impacts elsewhere.

Drawing Reference	Improvements	Pros	Cons
Option 4 – New Junction			
	<ul style="list-style-type: none"> • Provide a new signalised junction onto the A41 approximately 130 metres north of the existing Guilden Sutton Lane junction (exact location to be confirmed in due course). • Realign Guilden Sutton Lane for vehicles, removing the existing junction onto the A41 (two indicative alignment options shown at this stage). • Extend Hare Lane to join the realigned Guilden Sutton Lane carriageway. • Pedestrian crossing facilities on the southern arm of the A41 are signalised. 	<ul style="list-style-type: none"> • Allows for all turning movements. • Provides a dedicated right turn lane for traffic from A41 (south) northbound to Guilden Sutton Lane. • Retains all existing traffic movements on Hare Lane. • Improves safety of pedestrians crossing the A41. • Provides the opportunity for the current alignment of Guilden Sutton Lane (that would be closed to traffic) to become a 'green lane' or similar for non-motorised users. • Removes the short junction spacing between Hare Lane and A41. • Repurpose the existing layby on A41 southbound as a left-turn lane for the junction. 	<ul style="list-style-type: none"> • Additional road construction. Requirement to relocate the existing bus stops on Guilden Sutton Lane.

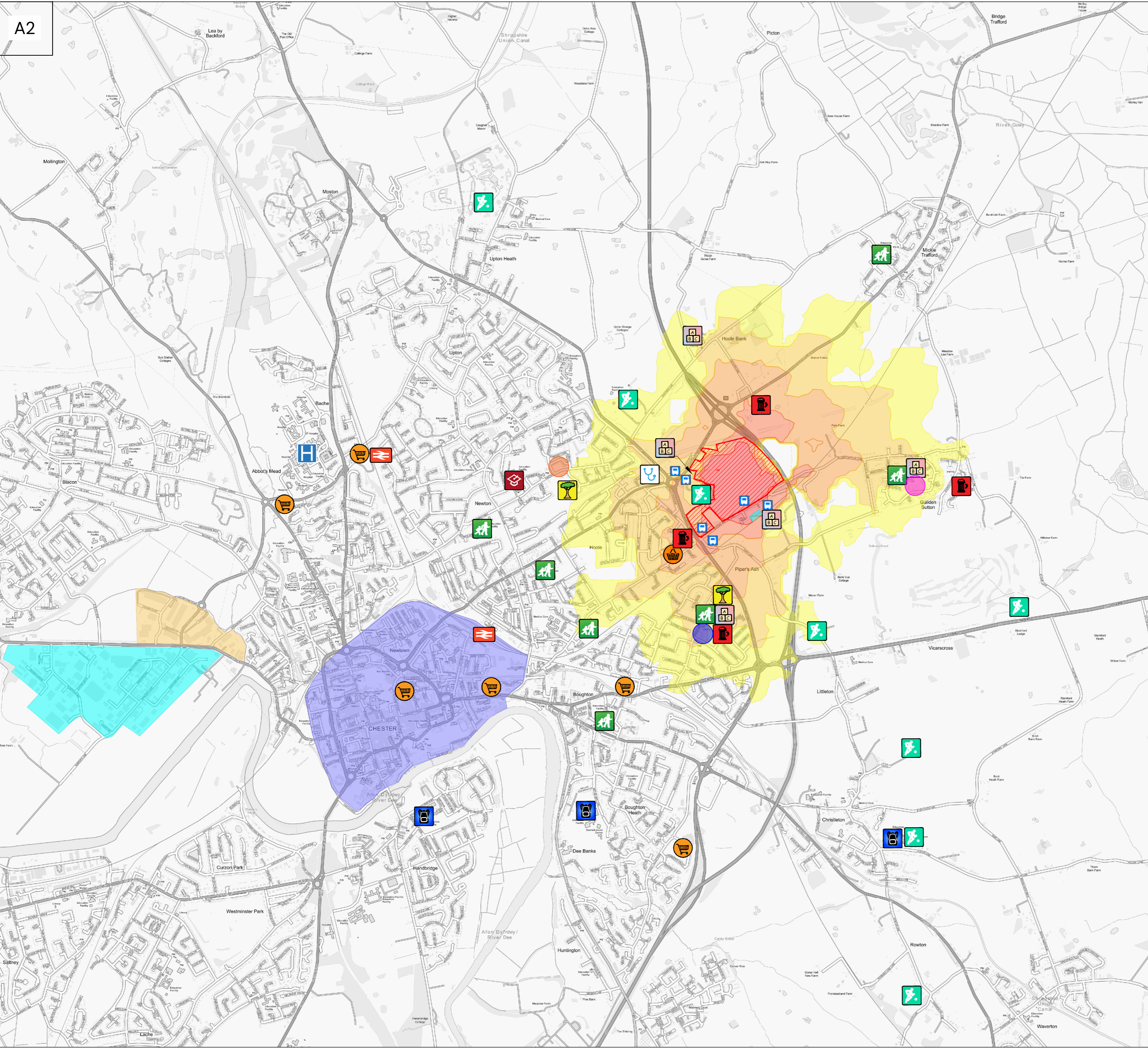
























5. Summary & Conclusions






- 5.1. This Transport Strategy has been prepared by Pegasus Group on behalf of Satnam Investments Ltd and Penmar Farming Ltd. It supports the promotion of land for residential development at land north of Guilden Sutton Lane, Hoole, in Chester for approximately 500 dwellings.
- 5.2. This TS confirms that there is a selection of services and facilities available in the local area that are complementary to residential development. It addresses matters associated with the development proposal including access, parking and mitigation at a high level.
- 5.3. It is concluded that the site is relatively well located in proximity to existing services and facilities and provides the opportunity for future residents of the site to combine walking, cycling, and public transport trips. It also provides the opportunity to minimise the numbers and lengths of journeys made by Single Occupancy Vehicular (SOV) travel.
- 5.4. It is considered that the development can bring forward potential enhancement schemes at the A41 crossroad junction with Guilden Sutton Lane and Hoole Lane.
- 5.5. It is concluded that the principles of the Transport Strategy are deliverable. It is intended to work collaboratively with the highway authority and other stakeholders to work-up the appropriate transportation strategies associated with the scheme in due course.
- 5.6. It is finally concluded that the site is accessible and acceptable in transportation terms.



Figures




- Key**
-  Approximate Site Boundary
 -  Bus Stop
 -  Railway Station
 -  Post Office
 -  Doctors Surgery
 -  Hospital
 -  Pharmacy
 -  Leisure
 -  Pre School
 -  Primary School
 -  Secondary School
 -  University
 -  Public House
 -  Convenience Store
 -  Supermarket
 -  Playground
 -  Guilden Sutton Local Shops including; Post Office, Newsagent, Hairdressers, Dentist and Village Hall
 -  Kingsway Shopping Centre
 -  Green Lane Local Shops including; Pharmacy, Opticians, Hairdressers, Spar and Takeaway.
 -  Approximate Extent of Chester City Centre
 -  Employment
 -  Greyhound Retail Park

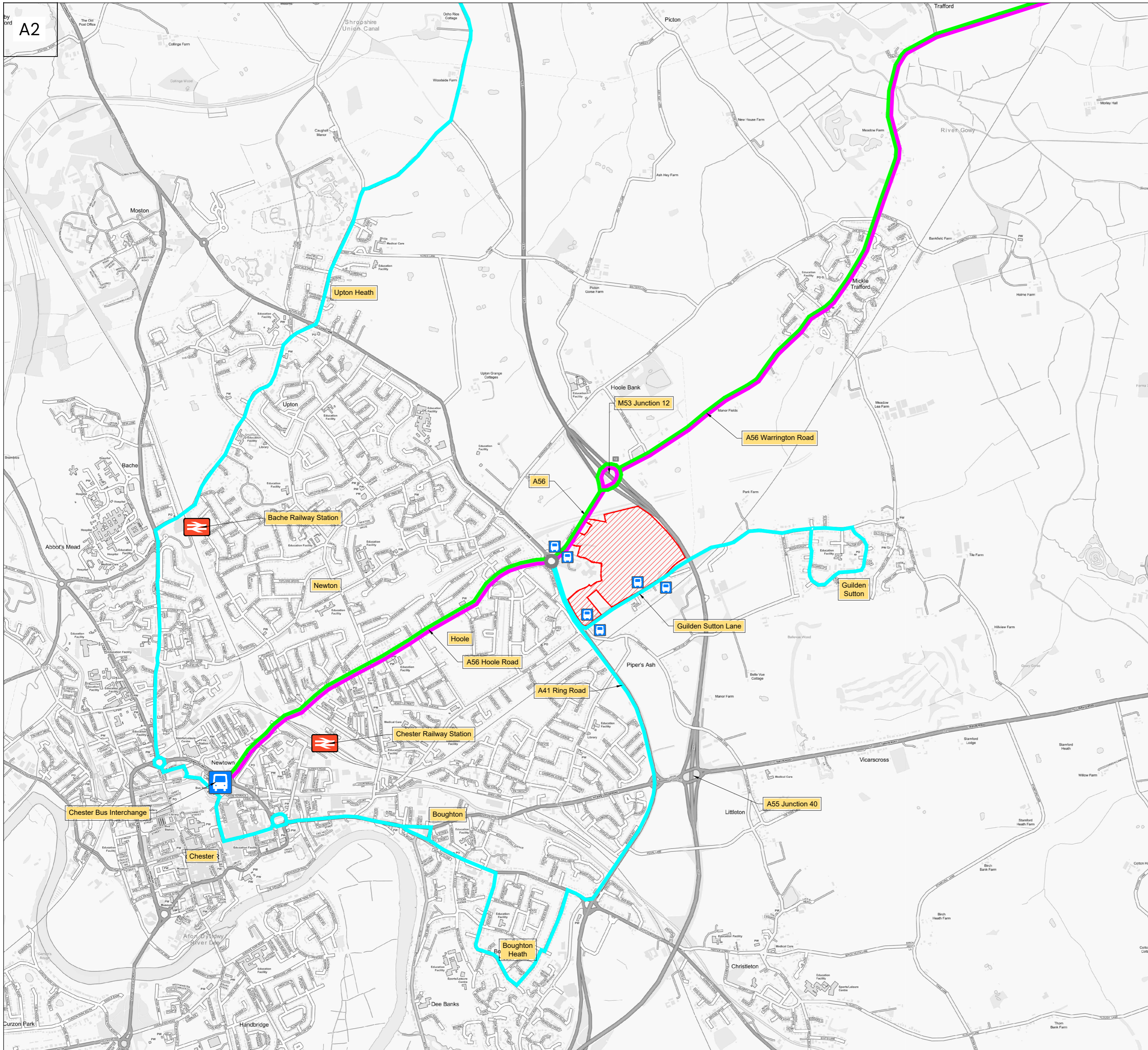
- Walking Isochrone Key:**
-  400 metres
 -  800 metres
 -  1,200 metres
 -  1,600 metres
 -  2,000 metres







REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

**SITE LOCATION, FACILITIES AND AMENITIES PLAN
WITH TWO KILOMETRE WALKING ISOCHRONE**

**GILDEN SUTTON LANE,
CHESTER**

CLIENT: SATNAM INVESTMENTS LTD & PENMAR FARMING LTD		STATUS: INDICATIVE	
DATE: 14/08/2025	SCALE: NTS	DRAWN/CHECKED BY: JAN/LH	APPROVED BY: CMR
JOB No: P25-0501	DRAWING No: FIGURE 3.1	REVISION No: -	




- Key**
-  Approximate Site Boundary
 -  Bus Stop
 -  Railway Station
 -  Bus Route 26
 -  Bus Route 2X
 -  Bus Route X30

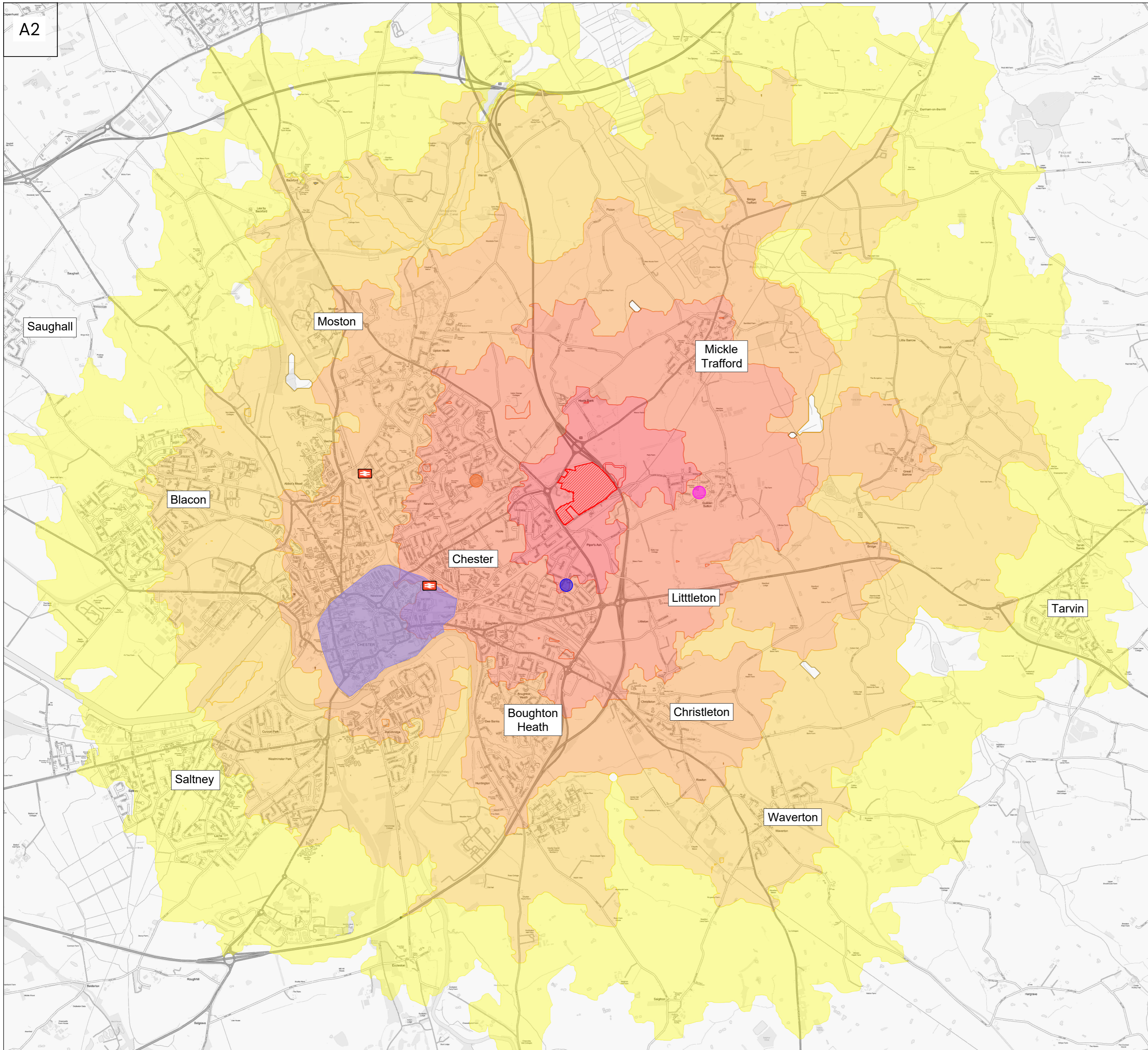
REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY







BUS ROUTE PLAN






GULDEN SUTTON LANE, CHESTER

CLIENT: SATNAM INVESTMENTS LTD & PENMAR FARMING LTD		STATUS: INDICATIVE	
DATE: 14/08/2025	SCALE: NTS	DRAWN/CHECKED BY: JAN/LH	APPROVED BY: CMR
JOB No: P25-0501	DRAWING No: FIGURE 3.2	REVISION No: -	

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- Key**
-  Approximate Site Boundary
 -  Railway Station
 -  Guilden Sutton Local Shops including; Post Office, Newsagent, Hairdressers, Dentist and Village Hall
 -  Kingsway Shopping Centre
 -  Green Lane Local Shops including; Pharmacy
 -  Approximate Extent of Chester City Centre

- Walking Isochrone Key:**
-  1,600 metres
 -  3,200 metres
 -  4,800 metres
 -  6,400 metres
 -  8,000 metres

REV		DATE	DESCRIPTION	REVISED BY	APPROVED BY

EIGHT KILOMETRE CYCLING ISOCHRONE

GILDEN SUTTON LANE,
CHESTER

CLIENT:
SATNAM INVESTMENTS LTD &
PENMAR FARMING LTD

STATUS:
INDICATIVE

DATE:
14/08/2025

SCALE:
NTS

DRAWN/CHECKED BY:
JAN/LT

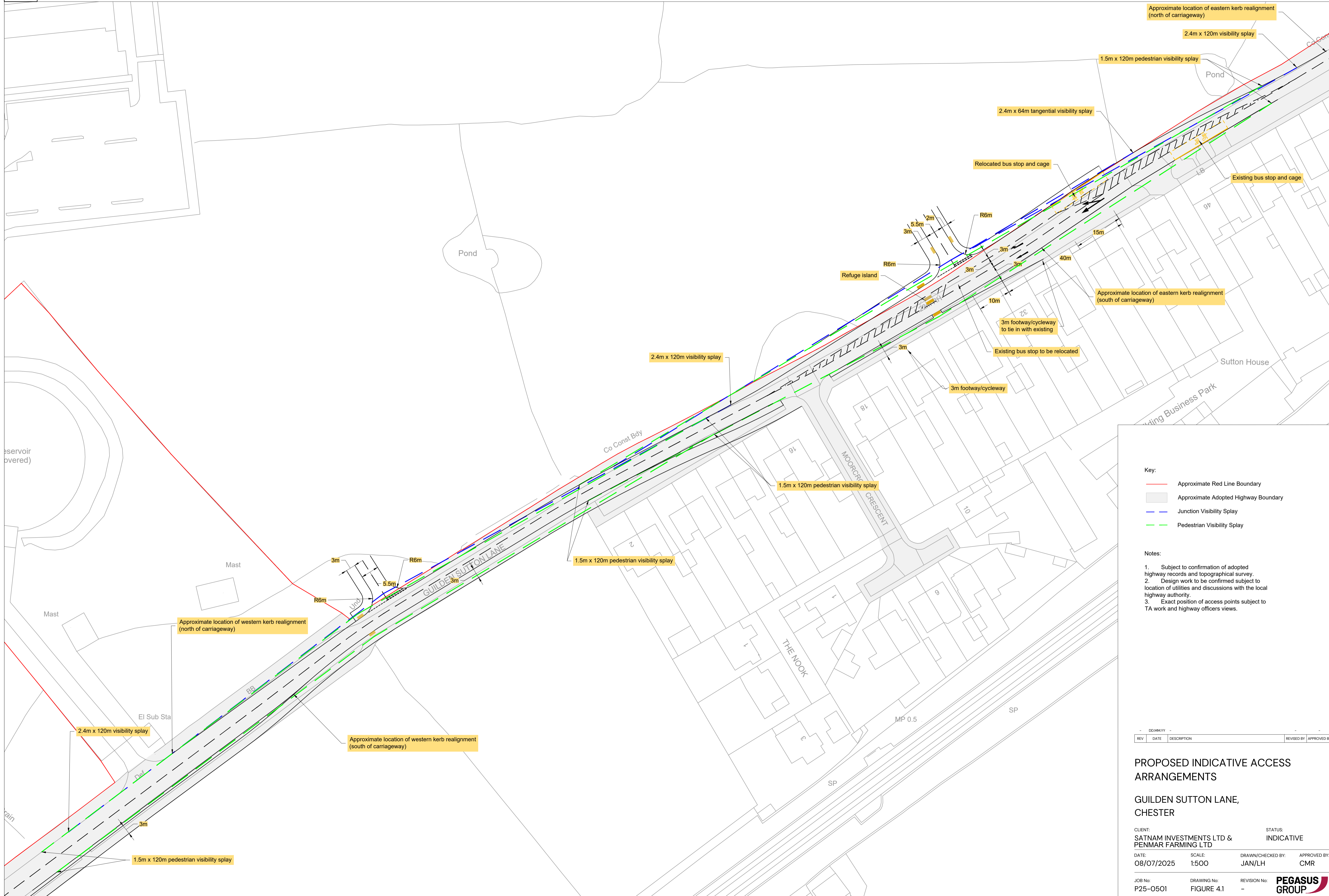
APPROVED BY:
CMR

JOB No:
P25-0501

DRAWING No:
FIGURE 3.3

REVISION No:
-





- Key:**
- Approximate Red Line Boundary
 - Approximate Adopted Highway Boundary
 - Junction Visibility Splay
 - Pedestrian Visibility Splay

- Notes:**
1. Subject to confirmation of adopted highway records and topographical survey.
 2. Design work to be confirmed subject to location of utilities and discussions with the local highway authority.
 3. Exact position of access points subject to TA work and highway officers views.

REV	DATE	DESCRIPTION	REVISED BY	APPROVED BY

PROPOSED INDICATIVE ACCESS ARRANGEMENTS

GUILDEN SUTTON LANE, CHESTER

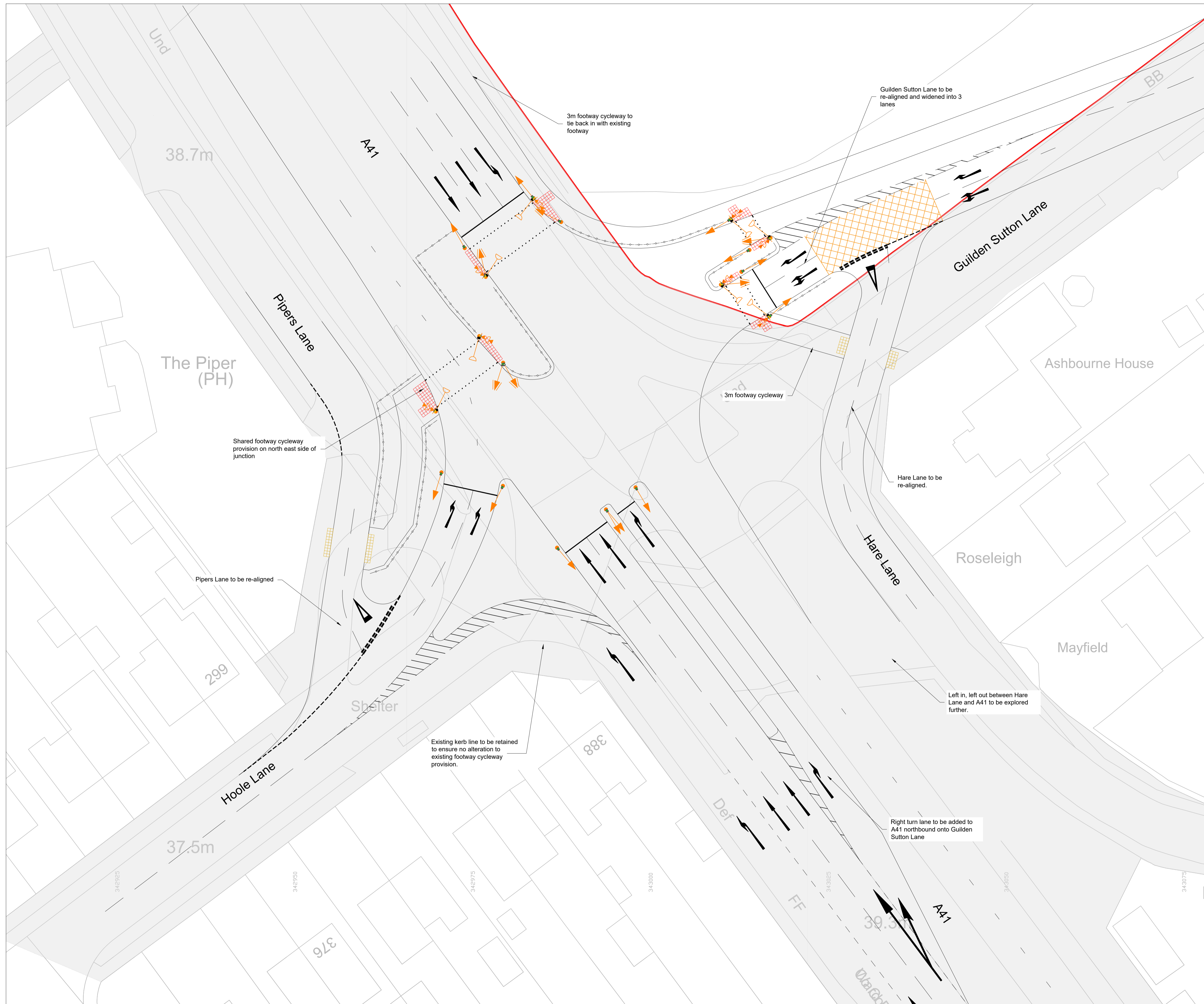
CLIENT: SATNAM INVESTMENTS LTD & PENMAR FARMING LTD	STATUS: INDICATIVE		
DATE: 08/07/2025	SCALE: 1:500	DRAWN/CHECKED BY: JAN/LH	APPROVED BY: CMR
JOB No: P25-0501	DRAWING No: FIGURE 4.1	REVISION No: -	PEGASUS GROUP

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Appendix A

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1:250
0 5m 12.5m

Key:

- Approximate Site Boundary
- Approximate Extent of Adopted Highway Extents (received from Cheshire West and Chester Council on 23/07/2025)

REV	DATE	DESCRIPTION	REVISED	CHECKED	APPROVED
P1	27.08.2025	Draft Issue	HJC	SJ	SJ

Signalised Junction Proposal

Guiden Sutton Lane Chester

CLIENT:
Satnam Investments Ltd & Penmar Farming Ltd

DATE: 27.08.2025 SCALE: 1:250@A1 DRAWN BY: HJC CHECKED BY: SJ APPROVED BY: SJ

DRAWING NUMBER: P25-0501-PEG-XX-XX-SK-C-1001-P1 PG OFFICE / TEAM: BRIS/INF

PEGASUS REF No: P25-0501 DRAWING STATUS: SO



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