

PROPOSED KING'S MOAT GARDEN VILLAGE DEVELOPMENT (25/04012/FUL)

CHESTER ARCHAEOLOGICAL SOCIETY COMMENTS

1.0 Introduction

- 1.1 These comments refer to the revised documents dated 10 June 2026 on the CWaC website. These indicate revisions to the style of the two commercial blocks, A and B, and to the parking for those blocks.

2.0 Capacity/Range of Services

- 2.1 We remain concerned about the limited range of shops: we previously remarked on the absence of facilities such as a pharmacy, hairdresser, pub, multi-purpose community centre and possibly a GP surgery and dentist, and without rebuilding there is no capacity for expansion. The nearest alternative shops are sited 1.1km away and serve the Westminster Park area, without any clear links between that area and the Kings Moat development. Does CWaC have any information on what services the residents of the Kings Moat area would find it useful to have within walking distance (c 800m) and would be commercially viable?

3.0 Layout and Parking

- 3.1 We acknowledge the changes made in front of the retail units to improve pedestrian access and introduce more soft landscaping around the car park. However, the layout of the development remains dominated by the needs of car drivers: eight-five parking spaces for only four shops. This compares with about eighty spaces for eleven shops, a library and health centre at the Parade, Blacon; about forty-six spaces for twelve shops on Western Avenue, Blacon; thirty-two spaces for fourteen shops at Weston Grove, Upton; about forty-four spaces for eleven shops at Vicar's Cross; and about forty spaces for twelve shops at Westminster Park.
- 3.2 In a local centre such as this, intended to be reached by foot or cycle, in accordance with the emerging CWaC *Local Plan* and *Local Transport Plan*, we consider that the number of parking spaces should be drastically reduced: in accordance with provision at the other centres mentioned above (all designed in an age more favourable to car use), certainly to no more than twenty, located immediately adjacent to the access road. As we have argued previously, the space thus saved should be used to maximise pedestrian space, hard and landscaped, immediately in front of the shops, with the vehicles of disabled people allowed as 'guests'.

4.0 Building Design

- 4.1 We also acknowledge that the design of the proposed commercial blocks is now less 'functional'. However, they are still far from being 'memorable', as required by the released *Design and Placemaking Planning Practice Guidance* (page 41) or offering a 'sense of arrival'? Contrast the immediate post-war Neo-Georgian Parade at Blacon.

5.0 Conclusion

- 5.1 We repeat our view that CWaC should reject the proposal in its present form and require a scheme that prioritises people over motor vehicles and provides a wider range of facilities in high-quality, memorable buildings.

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10 July 2026