[redacted]

To whom it may concern

I have just been reading the document R18_111 (I've attached the proposed planning policy so you can be familiar with it).

[redacted]

I have a number of issues with these proposals.

Firstly that the person creating them obviously isn't familiar with the said land. It comments that the land is of low usage. Livestock is on here regularly and the farmer who maintains the field cuts them several times over the summer to make bails of hay/straw. It states that the views are not of significance. We can see the qeroplanes take off from Manchester airport from our garden and we can see all the way to the Pennines (an area of outstanding beauty and a national park!)

There is no need for further sports facilities, the high school has excellent facilities which are open to the public of Lymm already, and they are never busy.

Where do they propose getting the medical staff (GPs!) to staff the health centre? Currently the GP surgeries in Warrington are understaffed as it is and doctors are leaving the profession in drones.

It states that Oughtrington and Ravenbrook (not even got the correct name of this school!) would be close enough to get to from this development. These schools are already full, with no further capacity to expand. And more houses near Lymm High School, this school is already oversubscribed and huge!

The gap in the row of houses [redacted] is proposed to be an access road with a bollade for emergency vehicles. Have you seen this proposed space? For this to be in keeping with the house line on Oughtrington Lane, I really don't see how they can fit houses and an access road. When we were designing our home and submitting plans for extensions, we were advised that we could not have windows facing sideways as it would affect the privacy of our neighbours, I would then expect the same rules to apply when this is taken in to consideration when/if these developers get the plans approved.

Do the developers realised that it is a live gas main going through those fields. They may have created a park land space, however properties will still be very close to it and may be deemed undesirable or a risky buy.

Have the developers really considered the impact of changing the bus route to the school to go through this site. There are proposals for many more dwelling than are currently on Oughtrington Lane. Is it really safe to be designing a bus route through a residential space where there are children at risk, going straight past parkland/playgrounds? And the proposed space/turning circle for the buses… is this really sufficient space for all those buses to turn around?

But more importantly than all these points raised by this particular planning proposal (and I'm sure there are more!) I really do not think we should be increasing the boundary of Warrington any further until all the brownfield sites and infill happens within Warrington. You are proposing you get nearly to the border of Trafford, Greater Manchester. We will be one great big urban sprawl from Liverpool through to the Pennine Hills. This area has to be protected for a reason. Even if you did need to take any greenbelt land, go directly to the north or south of Warrington where you don't risk merging into the big cities.

Yours, a rather sadden and disappointed Lymm resident

For Office Use Only	
Date received:	
Scanned /Saved:	
Plotted:	
Site Ref:	
SHLAA Site Ref:	

WARRINGTON
Borough Council

'Call for Sites'

Warrington Borough Council Local Plan Review

Call for Sites Registration Form

October 2016

Please note this 'Call for Sites' is for five or more dwellings or economic development on sites of 0.25 ha (or 500sqm of floor space) and above, Gypsy, Traveller and Show People and Minerals and Waste sites.

The identification of sites does not imply that the Council considers that the site is suitable for development, either now or in the future. It cannot be taken as representing either an intention to allocate these sites, or as a material consideration in the determination of a planning application.

Potential sites that have been identified will be further tested through the Plan-making process, including through the Spatial Distribution and Site Assessment Process, Sustainability Appraisal/Strategic Environmental Assessment, several stages of public participation and independent examination.

Please also note that all the responses and information received as part of the 'Call for Sites' will be published and made available for public viewing as part of the open and transparent Plan making process.

NOTE: Please read the accompanying guidance note **here** before completing this form and complete a **separate** form for each site that you are submitting to the Council.

Please return your completed form and any accompanying supporting material to Planning Policy, Warrington Borough Council no later than 5.00pm on Monday 05th December 2016.

By e-mail: ldf@warrington.gov.uk

By post: Planning Policy, Warrington Borough Council, New Town House, Buttermarket Street, Warrington, WA1 2NH

Should you require further advice and guidance on completing this form, please contact the Planning Policy Team by telephone on 01925 442841 or by e-mail to ldf@warrington.gov.uk

(1) Your Details

Please provide your contact details and those of your agent (if applicable). Where provided, we will use your Agent's details as our primary contact.

		Your details	Your Agent's details
Name		Landowners c/o Agent	[redacted]
Position			
Organisation			Indigo Planning Limited
Address			Lowry House
			17 Marble Street
	Town		Manchester
	Postcode		M2 3AW
Telephone			
Email address			

(2) Site Details

*Please provide the details of the site you are suggesting. If you are suggesting more than one site, please use a **separate** form.*

Name of site /other names it's known by		Land north of Higher Lane (A56) and bounded by Oughtrington	
Address		Land north of Higher Lane (A56) and bounded by Oughtrington	
	Town	Lymm	
	Postcode	WA13 0RF	
Ordnance Survey Grid Reference		*Easting :*	*Northing :*
Site area (hectares)		29.3 Hectares	
Net developable area (hectares)		Approximately 19.8 Hectares	
What is your interest in the site? (please tick one)		Owner ☑	Lessee ☐
		Prospective Purchaser ☐	Neighbour ☐
		Other ☐	Please state:

<u>Please Note:</u> It is essential that you provide a map showing the site's location and detailed boundaries for each submission.

(3a) Proposed future use(s)

Please indicate the preferred use that you would like the site to be considered for. Please also indicate any other uses you would consider acceptable. If you wish the site to be considered for a mix of uses, please tick all uses that apply.

	Residential	Gypsy & Travellers	Employment	Retail	Leisure	Other*
Preferred future use	☑	☐	☐	☐	☐	☑
Alternative future use(s)	☐	☐	☐	☐	☐	☐
Potential Capacity	houses: 400 or flats:	Number of Pitches:	SqM	SqM	SqM	SqM
Employment Use Class (E.g. B1)						
* If "Other", please indicate which use(s):		Alongside residential, a care home/extra care facility incorpo				
Potential Density	See accompanying Development Statement and Technical Appendices					
	Has any design, viability, master planning work or other studies been undertaken for any proposed use?				Yes ☑	No ☐

(3b) Proposed future use(s) - Minerals and Waste

Details:

(4) Site Ownership

Please record the site ownership details. If there are more than three owners, please record the fourth owner, etc. on a separate sheet. Please indicate the extent of individual landholding(s) on the site map.

If you do not know who owns the site, please state so below.

		Owner 1	Owner 2	Owner 3
Name				
Address				
	Town			
	Postcode			

Or: I do not know who owns the site

Has the owner (or each owner) indicated support for proposed redevelopment?
Please also record these details for the 4th and subsequent owners (where necessary).

	Owner 1	Owner 2	Owner 3
Yes	✓	✓	✓
No			
Don't know			

Are there any Restrictive Covenants & Ransom Strips affecting the site?	No

(5) Market Interest

Please choose the most appropriate category below to indicate what level of market interest there is in the site:

		Any comments
Site is owned by a developer	✓	Part of site is controlled by a developing interest
Site under option to a developer		
Enquiries received		
Site is being marketed		
None		
Not known		

The remainder of the site will be put to the market upon successful allocation of the site in the Local Plan and/or the securing of planning permission for the development proposal.

(6) Site Condition

Please record the current use(s) of the site (or for vacant sites, the previous use, if known) and the neighbouring land uses.

Current use(s)		Vacant - agricultural land
Neighbouring Uses		Lymm High School, existing residential development, Spud Wood, Helsdale Wood and Newhey's Plantation
If vacant	Previous use(s)	
	Date last used	

What proportion of the site is made up of buildings, and what proportion is (open) land?

Proportion covered by buildings	%	Proportion not covered by buildings	100 %

If there are buildings on the site, please answer the following questions:

How many buildings are there on the site?	0	buildings
What proportion of the buildings are currently in use?	% in use:	%
	% derelict:	%
	% vacant:	%
Are any existing buildings on the site proposed to be converted?	Not applicable	

For the **parts of the site not covered by buildings**, please answer these questions:

What proportion of the land is currently in active use?	0	%
What proportion is ***greenfield*** (not previously developed)?	100	% **(A)***
What proportion is ***previously developed*** and cleared?		% **(B)***
What proportion is ***previously developed*** but not cleared? (e.g. demolition spoil, etc.)		% **(C)***

** A plus B plus C should add to 100%.*

Please provide any additional comments on a separate sheet if necessary.

(7) Constraints to Development

Please tell us about any known constraints that will affect development for the proposed use, details of what action is required, how long it will take and what progress has been made.

Please use a separate sheet where necessary to provide details. If using separate sheets, it would be helpful to make reference there to the particular constraint, e.g *(7)(e) – Drainage*.

	Yes, No or Don't know	Nature and severity of constraint *	Action needed, timescales and progress	Confirmed by technical study or by service provider? Yes	No
a) Land contamination	No			☐	☑
b) Land stability	No			☐	☑
c) Mains water supply	No			☑	☐
d) Mains sewerage	No			☑	☐
e) Drainage, flood risk	No			☑	☐
f) Tree Preservation Orders	Yes	Variety of TPO's in place around and across parts of site but these do not represent a constraint to development.		☑	☐
g) Electricity supply	No			☑	☐
h) Gas supply	No			☑	☐
i) Telecommunications	No			☑	☐
j) Highways	No			☑	☐
k) Ownership, leases etc.	No			☑	☐
l) Ransom strips, covenants	No			☑	☐
m) Other (Please provide details)				☐	☐

(8) Site Availability

Please indicate when the site may be available

Excluding planning policy constraints, when do you believe this site could be available for development?

Immediately YES (Note: to be "immediately available", a site must be cleared, unless being considered for conversions.)

If not immediately, please state when it could be available:

If the site is not available immediately, please explain why – e.g. the main constraint(s) or delaying factor(s) and actions necessary to remove these:

(9) Any Other Information

Please tell us anything else of relevance regarding this site if not already covered above that will ensure that it contributes positively to the achievement of sustainable development. Please use a separate sheet/s if necessary.

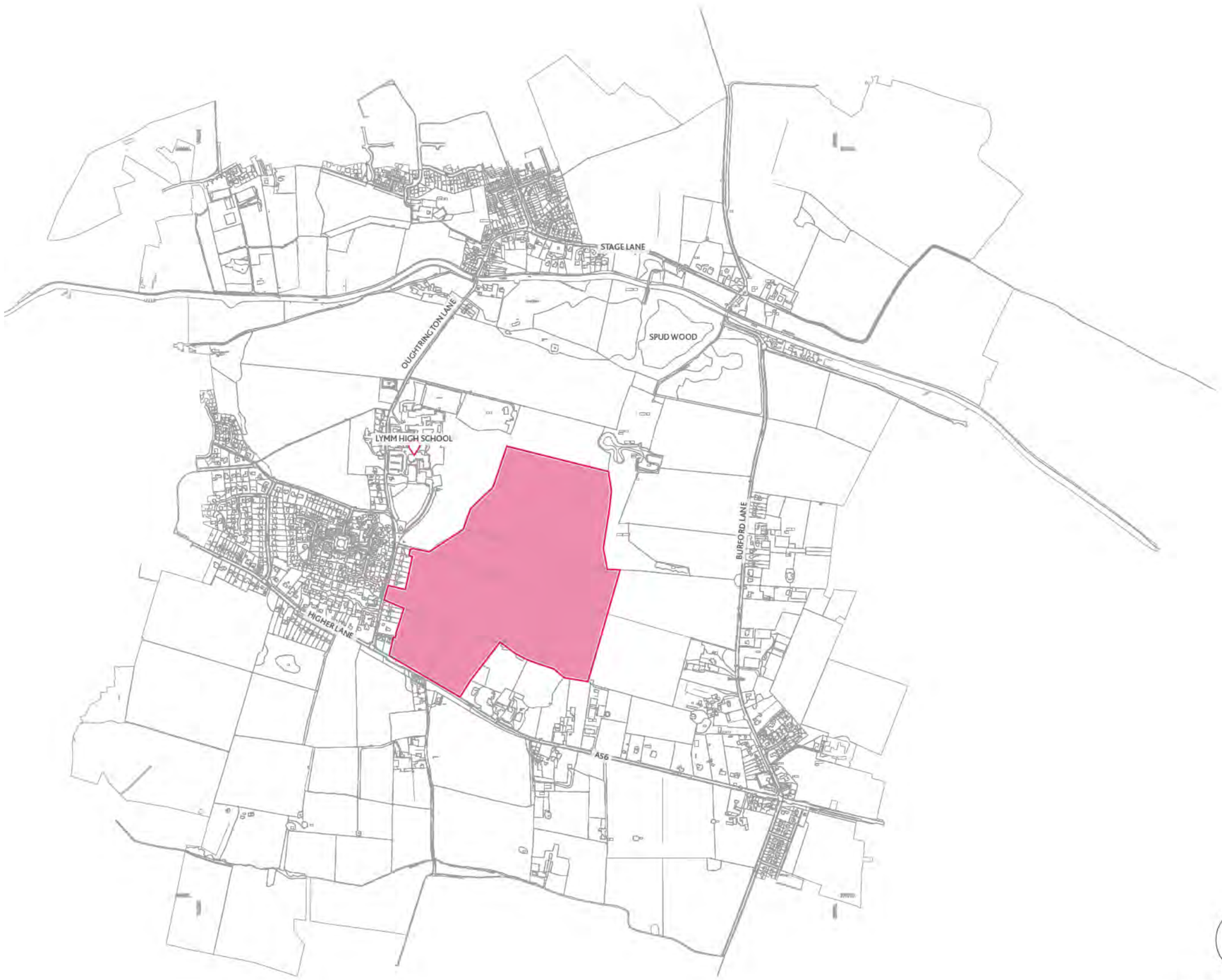
Please see accompanying Development Statement (December 2016) and Technical Appendices

Planning Policy– Warrington Borough Council,
New Town House, Buttermarket Street, Warrington, WA1 2NH

ldf@warrington.gov.uk
01925 442841

This form is available in other formats or languages on request.

Site plan



N

1:1250 @ A3

Higher Lane, Lymm

Development Statement

December 2016

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indigo

significant community benefits.

facilitate the future growth and expansion of Lymm is logical, justified

There are many key benefits to bringing forward this development ,

The Council must find sites to deliver housing growth across

Key benefits associated with bringing forward development in

The Council is seeking to promote the significant release of greenfield

part of the Council's evidence base and confirmed as a suitable

of the requirement will need to come forward on greenfield sites,

afield.

open space to the benefit of the local community.

Lymm have been identified in the Green Belt Assessment (2016)

role in fulfilling the requirements of the Green Belt as defined in the

(SHLAA) (2016) assesses all brownfield and greenfield development opportunities and confirms that there is a limited supply of land

average site size being significantly less than 5 dwellings and below

3. Planning policy context and the need for new housing

3.1. The Warrington Local Plan Core Strategy was adopted by the Council in July 2014 and is the current statutory development plan for the Borough, setting out the overarching strategic policies for guiding the location and level of development in the Borough up to 2027.

3.2. Upon adoption, there was a High Court Challenge which resulted in parts of the plan being quashed, namely;

- The housing target of 10,500 new homes (500 per annum) between 2006 and 2027; and,
- References to 1,100 new homes at the Omega Strategic Proposal.

3.3. Given the results of the High Court Challenge and the emerging evidence underpinning the Borough's growth needs and economic development ambitions, the Council recognises the need to undertake a review of the Local Plan.

Housing need

3.4. The revised Local Plan will set the housing target for the number of new homes that will need to be delivered in the Borough over the plan period. National Planning Policy requires the Local Plan to fully meet the 'Objectively Assessed Needs' (OAN) for market and affordable housing.

3.5. The most up to date study assessing the housing OAN for the Borough is the Mid-Mersey Strategic Housing Market Assessment (SHMA) 2016, which was undertaken with the neighbouring authorities of Halton and St Helens. This concludes that the objectively assessed housing need across the Mid-Mersey area is 1,756 dwellings per annum, with the identified disaggregated need for Warrington being reported as 829 dwellings per annum (including provision of 220 affordable dwellings) up to 2037. An additional 62 bed spaces in Care Homes (specialist housing for elder people) are reportedly required per year up to 2037 also.

3.6. The OAN figure is, however, only the starting point for assessing housing needs and in line with the requirements of national planning policy, the OAN figure will need to be tested against the Borough's land supply position, infrastructure capacity, environmental constraints, affordability and market signals as well as the Council's economic growth aspirations in order to arrive at the proposed housing target for the Local Plan Review.

Land supply

3.7. The Council has undertaken a review of its Strategic Housing Land Availability Assessment (SHLAA) (2016), to take account of committed and planned housing land supply and an updated assessment of windfall allowance over the next 20 years. Additionally, the Council has commissioned more detailed master planning work relating to the town centre and inner Warrington area, including the Waterfront Strategic Development Opportunity.

3.8. The outcomes of this work suggest that if the Borough is to meet its forecast development needs, then sufficient land will need to be released to deliver approximately 5,000 homes and 261 Ha of employment land over the next 20 years. Of course, the housing and employment land requirements are yet to be properly reviewed and tested at examination and therefore could increase further, in turn, putting further pressure on the need for release of an increased amount of land from the Green Belt.

Green Belt assessment

3.9. The growth of Warrington is heavily constrained by a tight Green Belt boundary around its 'urban areas'. Additionally, many inset settlements are constrained at their outer edges and several other settlements, are 'washed over' by Green Belt within the Borough boundary.

3.10. The Council's evidence base prepared thus far suggests that the Borough cannot meet its development needs within the existing urban area and therefore the Council has commissioned Ove Arup & Partners to carry out an assessment of the Borough's Green Belt against the five purposes the Green Belt is designed to serve, as set out in the National Planning Policy Framework (NPPF). In accordance with the NPPF, the Council must demonstrate exceptional circumstances to justify the release of Green Belt through the Local Plan Review.

3.11. A key feature of Green Belts is their permanence and they should, once established, be capable of enduring beyond the current plan period. This means there is potentially a need to remove further land from the Green Belt and safeguard it for future longer term development, beyond the proposed plan period. It is currently intended that safeguarded land will be part of the current Local Plan Review by the Council.

Factors influencing this categorisation (and as set out in Appendix E

2016) identifies the need for a Green Belt Assessment as a key part

of the Borough's Green Belt against the five purposes the Green

(NPPF). Their final report (dated October 2016), published as part

first formally introduced through adoption of the Cheshire Structure

extent of the Green Belt as first drawn in 1979 and as a result, the

80. Green Belt serves five purposes:

Paragraph 85 advises that, when defining boundaries, local planning

- *define boundaries clearly, using physical features that are readily*

series of large parcels (referred to as General Areas) using a defined

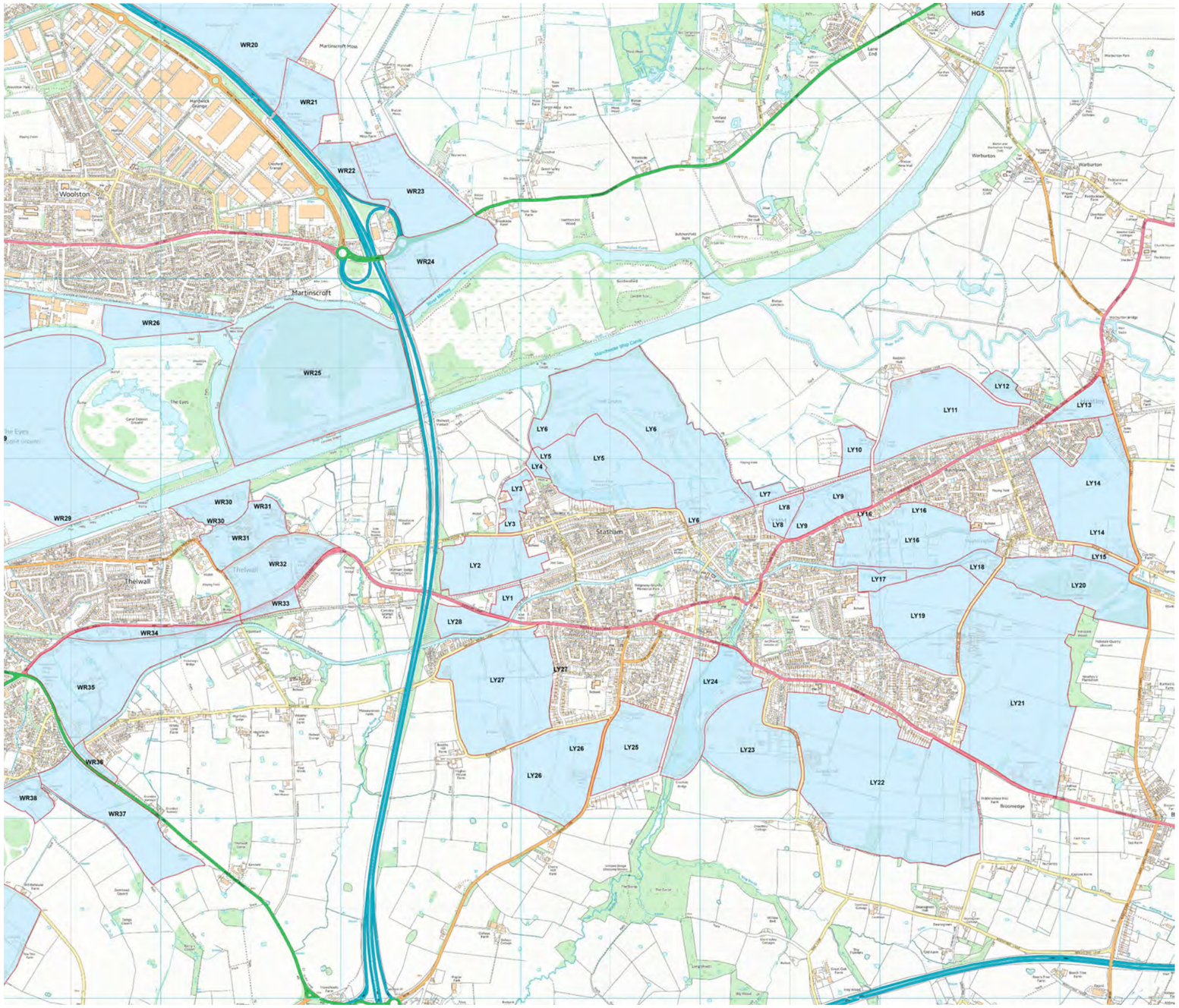
summarises their findings and concludes that whilst General Area 8

contribution to the Green Belt in respect of three of its five functions

(not western as reported at Appendix F) consists of a mix of field

the study's findings. For the avoidance of doubt, both Helsdale

The field boundary extending south between Newhey's Plantation



is no long distant views or significant openness along the eastern

Applying the scoring system identified at paragraphs 137 to 140 of

Lymm ought to be identified to accommodate some of this future

Appraisal (Gillespies) confirms that whilst the eastern boundary of

boundaries are either impermeable or significantly screened by

The detailed site analysis that follows in this Section, reaffirms how

As confirmed in the accompanying Access Appraisal, the site benefits from being located close on the existing edge of the existing

With two thirds of all journeys in the UK being less than five miles,

equating to a walking time of five minutes.

	11 Brookfield Rlad, WA13 0PX				
	Hardy Road, WA13 0NX				
Post Office/ATM					
Lymm Post Office					
Brookfield Doctor Surgery					

Utilities Briefing Note (Weetwood).

links, provides significant opportunities for the delivery of a residential

The site benefits from a variety of built and natural boundary types with

The potential exists for the inclusion of other significant community benefits including the creation of a greatly improved bus access route

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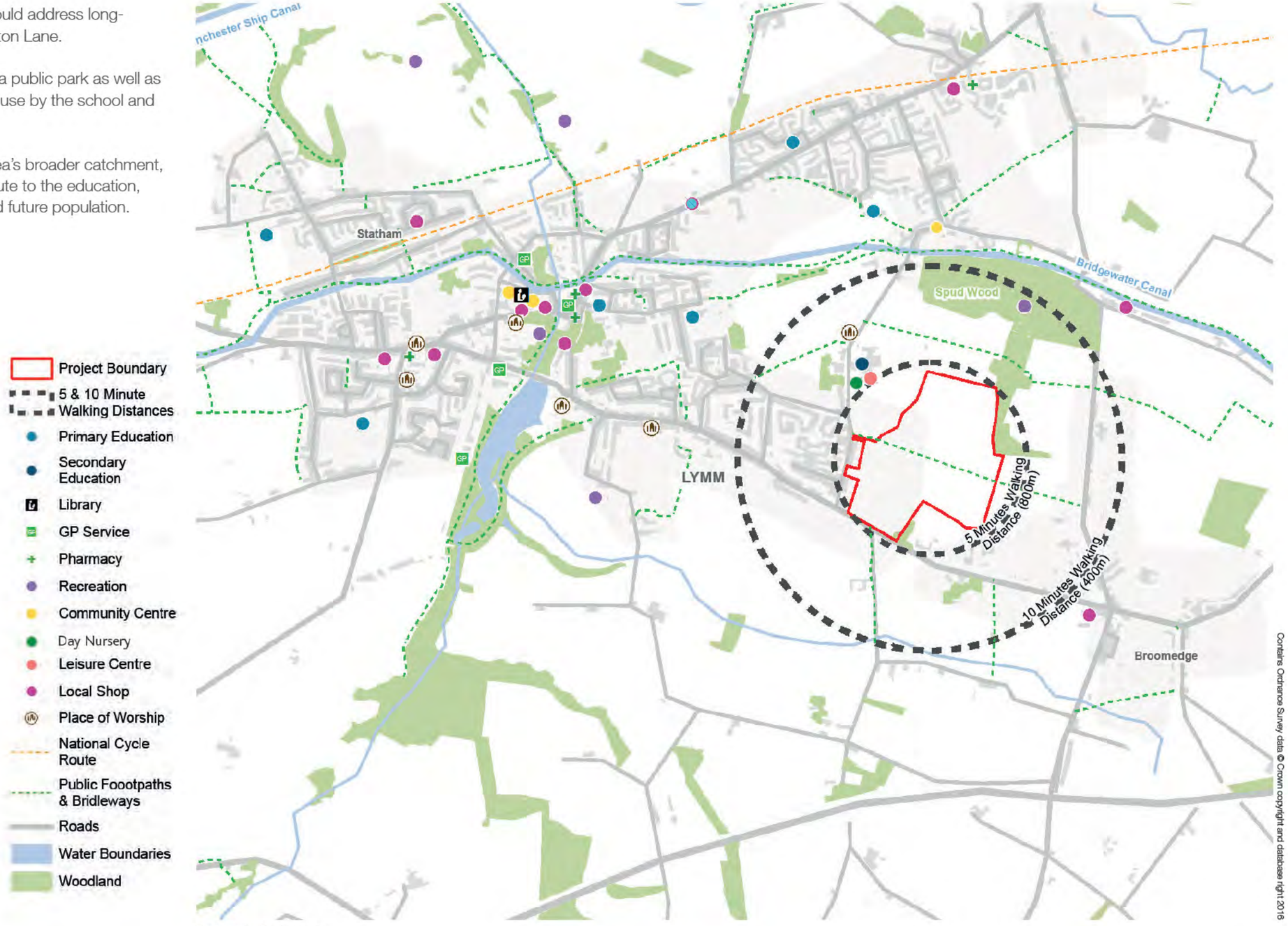
4. Site analysis

for the adjacent Lymm High School which would address long-standing highway safety issues on Oughtrington Lane.

4.41. In addition, the proposal makes provision for a public park as well as new amenity sports and recreation space for use by the school and the wider community as necessary.

4.42. In responding to the housing needs of the area's broader catchment, the proposal also has the potential to contribute to the education, community and health of Lymm's existing and future population.



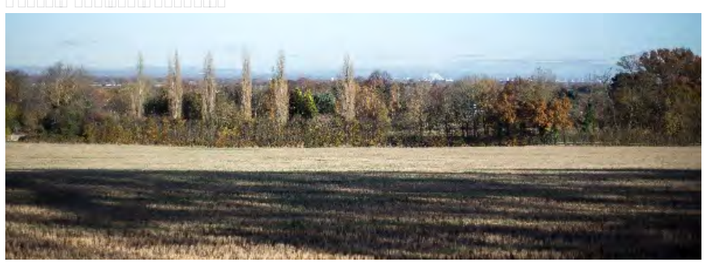
Community facilities plan

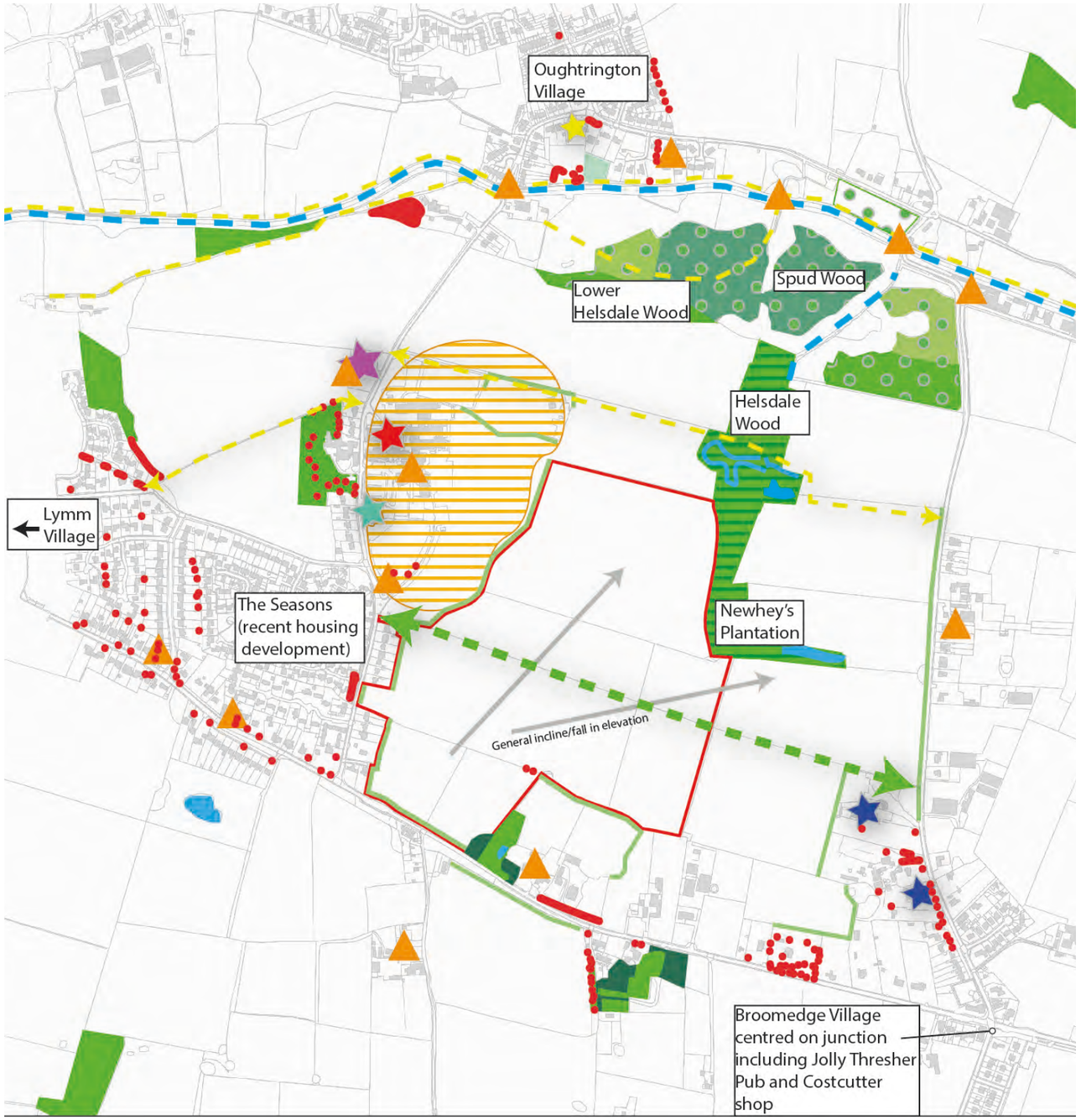
proportion of woodland and open spaces which reflects the rural

the site is bounded by the school's playing fields beyond which lies

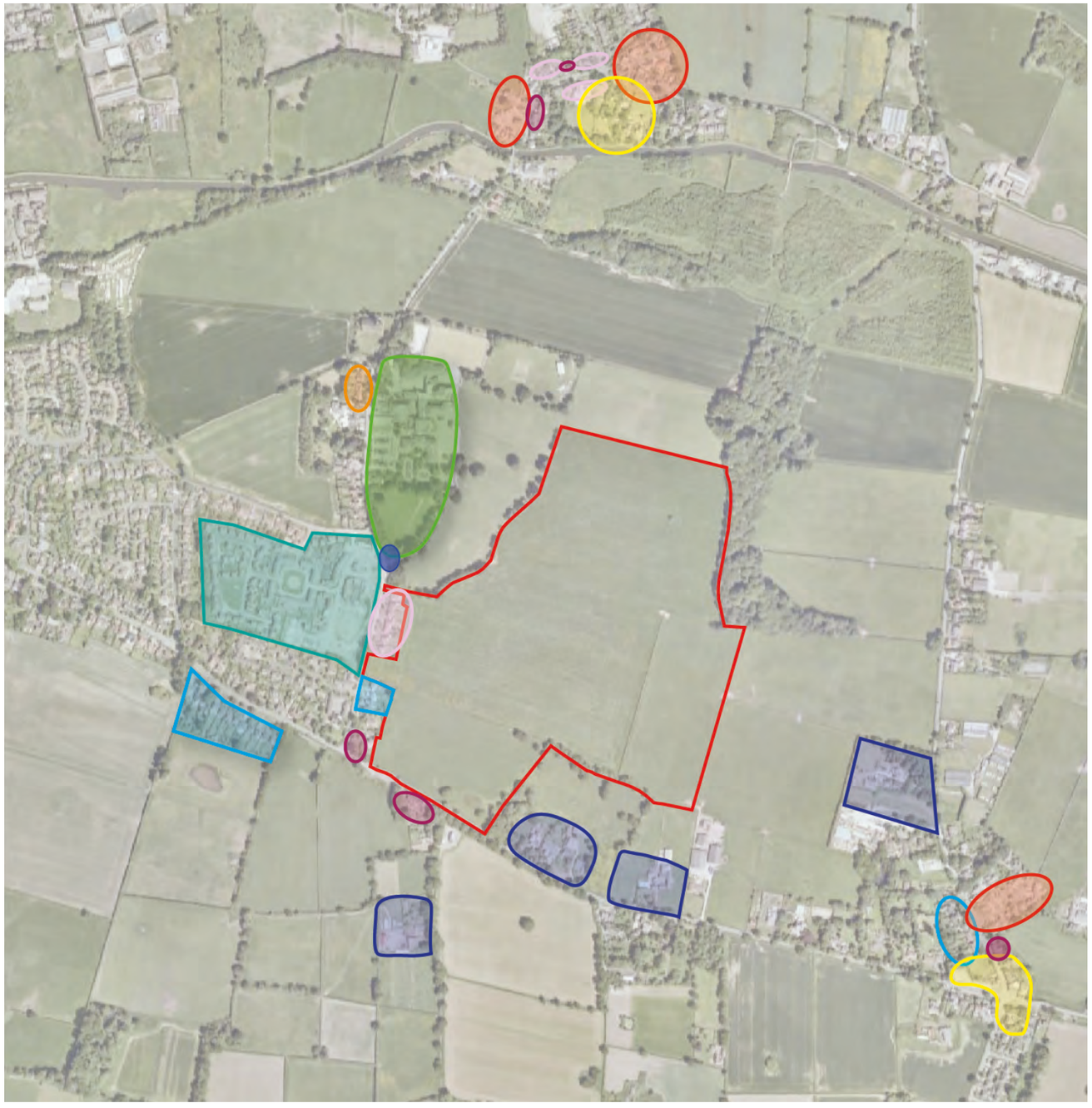
The findings of this technical work have been fed into the design

Wildersmoor House together with the existing mature field boundaries





influences both past and present.



4. Site analysis

Site Design Analysis

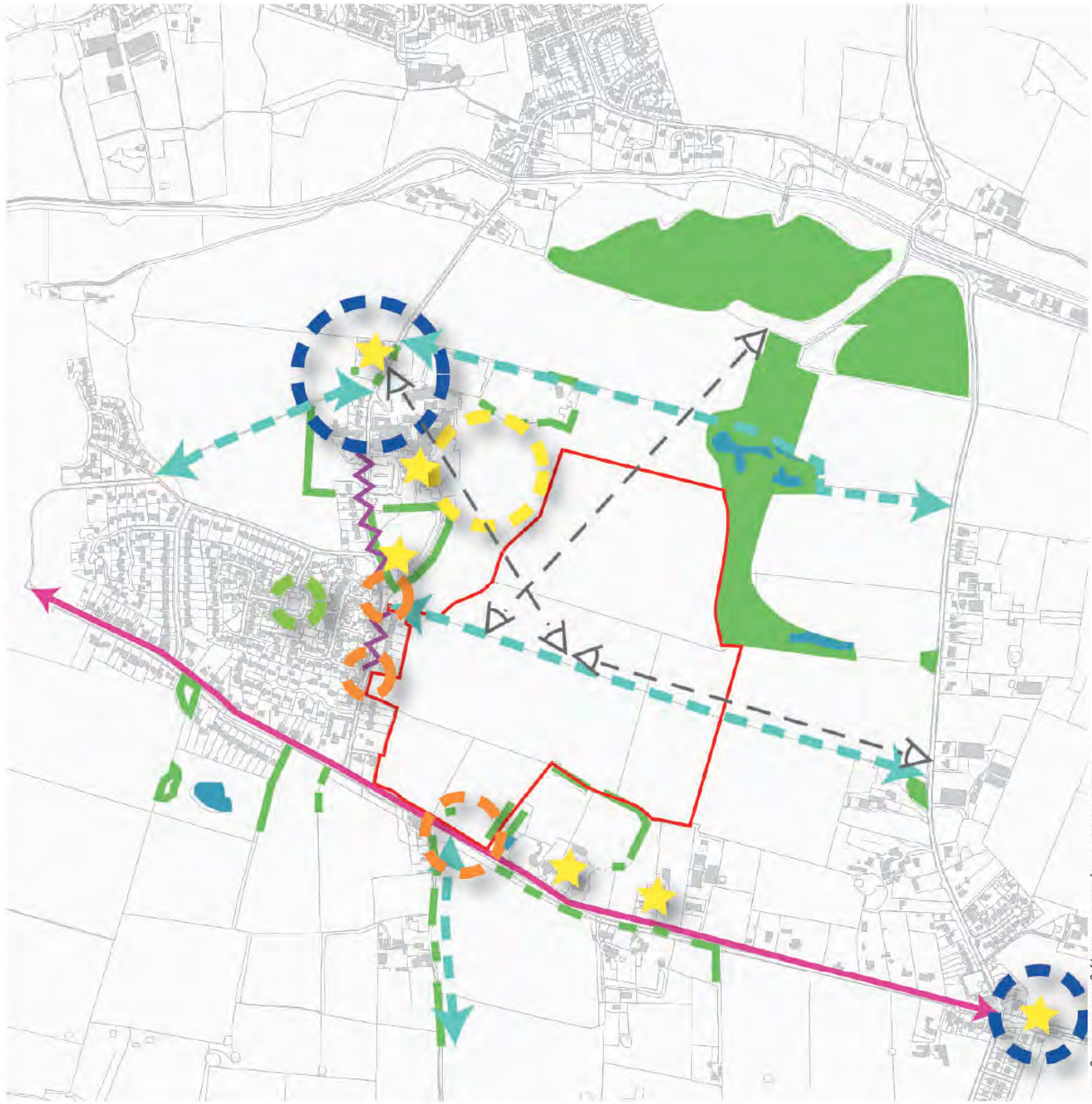
4.51. The built form and landscape analysis overlaps well with the site design appraisal. From an urban design perspective the views from the heart of the site to St Peters Church anchor it to the broader settlement. The development of the site provides the opportunity to improve north-south connectivity between the existing public footpath, where it emerges from Whiteleggs Lane, to key in to the existing east-west links.

4.52. The location of the site provides opportunities to incorporate a new access road to Lymm High School and also the scope to provide other improved facilities for use by the school and/or wider community.

4.53. The development of the site would also enable improved cohesion between currently isolated woodlands, tree groups and other ecological elements.

St. Peters Church

The Lodge Entrance to Lymm High School



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deficiency of Oughtrington Lane have previously been identified within

5. Proposed masterplan

Vision and Objectives

5.1. The site provides the opportunity to deliver a high-quality sustainable residential led mixed-use scheme adjacent to Lymm's existing settlement boundary through the creation of an attractive development in a 'garden village' setting.

5.2. Key development and design principles include:

- Providing a varied and integrated mix of dwelling types;
- Supporting existing local services and providing accessible new community and sports facilities;
- Providing a new and safer highways bus access solution for Lymm High School;
- Enhancing and connecting existing landscape and ecological elements as part of broader integrated green infrastructure;
- Supporting comprehensive management of greenspace across the site, linked to ownership and management of Helsdale Wood and Newhey's Plantation;
- Providing sustainable access into and across the site as part of hierarchy of roads and paths – bringing connectivity and better cohesion to established path networks; and
- Creating a place which integrates harmoniously with the existing development pattern within this part of Lymm.

5.3. The Masterplan has been developed in line with established national residential design guidance, notably Building for Life 12.

entrance flanked by two attractive and high-quality lodge residences.

reflect the high quality lower-density housing along Higher Lane.

5. Proposed masterplan

1. Lymm High School
2. New sports and recreational facilities with space to accommodate a 4G Sports Pitch for use by Lymm High School and the wider community
3. New Public Right of Way to provide woodland walk through Helsdale Wood leading towards Spud Wood.
4. Parking area adjacent to park and woodland walk.
5. The provision of a new school bus drop-off and pick-up zone connecting through to Lymm High School's original tree-lined driveway.
6. Direction of pupil pathway connecting to Lymm High School's original driveway.
7. Mixed Use to include Convenience Store/Coffee Shop/Health/Pharmacy.
8. A linear park providing public amenity space connecting woodland, orchards & foot/cycle paths.
9. Retirement/Extra Care/Health facility overlooking the linear park
10. Pedestrian access and collapsible bollarded-access for use only by emergency services.
11. Extended woodland buffer to form permanent and defensible green belt boundary.
12. Park access point adjacent to existing Bus-stop located on A56 (Higher Lane).
13. Development entrance flanked by dual entrance lodge dwellings & lower-density residential housing set back from Higher Lane.

Masterplan framework

6. Scheme benefits

6.1. Development of the Higher Lane, Lymm site will provide a sustainable, well designed and quality addition to the village of Lymm.

Benefits

6.2. The proposed development of this site will bring a number of social, economic and environmental benefits to the community, including:

- Provision of a mix of housing, including starter and family homes to help address the needs of existing residents and the forecast requirements for more housing across the Borough over the next 20 years;
- Enabling new families and young couples to move into the village and diversify the ageing population dynamic;
- Provision of smaller accommodation types (for example, bungalows) for people wishing to downsize from larger family homes;
- New affordable housing to help address local affordability issues;
- The prospect of self-build homes being provided by a suitable area within the site being made available;
- Provision of a care home/extra care facility incorporating ancillary facilities (for example a convenience store, pharmacy, coffee shop etc), to address ageing population requirements;
- A new and alternative school access route through the site as well as provision of a bus drop-off and pick-up zone for the adjacent Lymm High School, with the potential to link directly to the school's former access road (driveway), if desired by the School;
- Up to 3 Ha of community sports and recreation space which can be utilised by the community and School;
- Up to 7 Ha of managed, accessible greenspace and woodland, promoting better connectivity between existing footpaths to the north and south of the site;
- Improved links to Spud Wood and the Newhey's Plantation and provision of a new footpath link through Helsdale Wood;
- Creation of over 800 linear metres of new foot and cycle paths, including an alternative pedestrian route through to Lymm High School;

Investment

- Injection of significant expenditure from new residents to support existing local shops and services (estimated at approximately £2.3m for a scheme of this size and based on the ONS report on Family Spending (2015));
- Support from a larger population to ensure the future vitality and viability of existing services and facilities including voluntary community groups and organisations;
- Generation of in the order of 120 primary and 70 secondary school pupils which will in turn, generate new revenue for the local education authority to use to support the provision of new school places (based on the Council's Draft Planning Obligations SPD, 2016);
- Increased gravitas of Lymm as a village to help attract new businesses and investment;
- New residents to increase patronage and assist in ensuring the future viability of existing transport links through the village, which currently provide connections between Warrington to the west and Altrincham to the east via a number of connecting villages including Stockton Heath and Grappenhall;
- Increased Council Tax funding (estimated at in excess of approximately £500,000 per annum) to facilitate the Council in continually improving on existing services, facilities and infrastructure; and
- Potential to generate approximately £3.5m in New Homes Bonus monies for the Council over a six year period.

6.3. Overall, the proposal will deliver a high quality development designed to address local needs and open up opportunities to improve accessibility within the area generally, whilst respecting the existing character of the village.

920

The scheme will provide homes for an estimated 920 residents

120

Up to 120 affordable homes

£2.3m

Injection of £2.3m per annum in additional consumer spending. This will be a permanent benefit to the local economy

190

Generation of approximately 120 primary and 70 secondary school aged children

£3.5m

£3.5 million in total New Homes Bonus payments over 6 years

£500k

£500,000 + per annum increased Council Tax funding

annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements. Additionally, to identify a supply of specific, developable sites or broad

References to 'deliverable' and 'developable' are defined in the

realistic prospect that housing will be delivered on the site within five

not a prerequisite for a site being deliverable in terms of the five year

of the proposed development on this site. They are confident that

opportunities to improve connectivity (generally) and specifically,

are confident that, subject to securing an appropriate planning

development in the short and medium term (0-5+ years). Reflecting

site could deliver housing completions within five years.

indigo

Higher Lane, Lymm

Development Statement (Technical Appendices)

December 2016

SK TP

Weetwood

TEP | THE ENVIRONMENT PARTNERSHIP

GILLESPIES

indigo

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Manchester
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T: 0161 836 6910
F: 0161 836 6911

office Swan Court, Worple Road, London, SW19 4JS.

Higher Lane, Lymm

Development Statement (Technical Appendices)

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Ecology Overview (TEP) 35

Access Appraisal (SK Transport) 69

Utilities Briefing Note (Weetwood) 145

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GILLESPIES

CREATIVE DESIGN FOR MASTERPLANNING,
LANDSCAPES AND URBAN SPACES

PROFESSIONAL CONSULTANCY SERVICES

OUTLINE LANDSCAPE AND VISUAL APPRAISAL
LAND AT HIGHER LANE, LYMM

NOVEMBER 2016

		PROJECT TITLE	DOCUMENT TITLE		
		Land at Higher Lane, Lymm	P10908 161130 701 Outline Landscape and Visual Appraisal		
REV	DATE	DETAIL	AUTHOR	CHECKED BY	APPROVED BY
OO	30.11.16	First Issue	KL	SG	JF
O1	02.12.16	Text Amendments	KL	SG	JF

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Appendix A Appraisal of Potential Visual Effects

1.0 Introduction

1.1 This Outline Landscape and Visual Appraisal has been prepared by Gillespies Landscape Architects ('Gillespies') on behalf of Damian Girvin, Marie Wronko and Ian Pimlott to support a representation to Warrington Borough Council for residential led mixed-use development on land adjacent to the A56 Higher Lane in Lymm.

1.2 This outline appraisal provides a description of the existing or baseline landscape in terms of physical influences, land cover, influence of human activity, aesthetic and perceptual aspects of the landscape and overall landscape character. An analysis of the suitability of the landscape for residential led mixed-use development is considered, and includes:

- An appraisal of the sensitivity of the landscape to the proposed development;
- Identification of the key landscape and visual receptors that would potentially be affected by development;
- Identification of opportunities or constraints; and
- Opportunities for mitigation.

1.3 The methodology adopted for this exercise is covered in Section 2.0.

1.4 Walk-over surveys and desk-top analysis were carried out in November 2016.

1.5 The study area for the appraisal of landscape and visual effects was identified through desk top study as approximately 1.5km zone measured from the outer edge of the proposed development site.

The Proposed Development Site

1.6 As shown in Figures 1-3, the site is located to the east of the 'Inset Settlement' of Lymm, approximately 1.3km from the centre of the village. It fronts the A56 Higher Lane and has a defensible edge of woodland to the northwest (a 'Local Wildlife Site'). A 'Greenway' path runs east-west across the site. Lanes and paths exist around what is a largely flat open site. It is estimated that the site has the capacity for a mix of uses including around 300-400 homes.

Components of the Proposed Development

1.7 The LVA has been undertaken with reference to the following parameters of proposed development:

- 300-400 quality homes of a nature and scale that reflect the local character;
- Extension to existing woodland to strengthen the eastern boundary of the site, providing a defensible green belt boundary and other landscape works to integrate the site into the surrounding area, strengthen the local landscape character and improve habitat connections;
- A linear park providing public open space, with orchards and a village green;
- Community sports and recreation facility;
- New vehicular access from the A56 framed by lodge buildings;
- A landmark extra care/ health facility; and,
- Associated highway, footpath and infrastructure improvements to provide good connections with the local communication networks and Lymm village.

Key landscape and visual constraints have been taken into account when appraising this site. Details of the constraints considered can be found in Section 3.0 and illustrated in the Figures 2-4.

2.0 Appraisal Methodology

2.1. The methodology for assessing landscape and visual effects is based on principles set out in the third edition of Guidelines for Landscape and Visual Assessment (GLVIA3). GLVIA3 is the established good practice guidance for landscape and visual impact assessment.

2.2. In accordance with GLVIA3, the appraisal has identified and described:

- *'Effects on the landscape as a resource (the landscape effects); and*
- *Effects on views and visual amenity as experienced by people (the visual effects)'.*

2.3. The appraisal has established the sensitivity of the receptors (with sensitivity made up of judgements about the value attached to the receptor, the susceptibility of the receptor to the type of change proposed) and the magnitude of effects likely to arise (made up of judgements about the size/ scale of predicted effect, the geographical extent of the area affected, the duration of the effect and its reversibility). Sensitivity and magnitude have been combined using professional judgement to determine the importance or significance of the overall effect.

2.4. The main objectives of the appraisal were to:

- To describe, classify and evaluate the existing landscape and visual resource likely to be affected by the proposed development during the construction and operational phases;
- To identify visual receptors with views of the proposed development; and
- To assess the significance of the effect on the landscape character and visual amenity, taking into account the measures proposed to mitigate any of the effects evaluated.

Determining Overall Significance of Landscape and Visual Effects

2.5. To determine the overall significance of each landscape or visual effect, the separate judgements about the sensitivity of the receptor and the magnitude of effect were combined to allow a final judgement to be made about whether or not the effect is considered significant using guidance presented in Table 1.

Table 1: Judging Significance of the Effect on the Landscape		
Less likely to be significant	⇔	**More likely to be significant**
The development would be accommodated within the landscape and would not conflict with its key characteristics. It would not substantially undermine the valued characteristics of the landscape. The effects would be small in scale and limited in its geographical extent.	⇔	The development would conflict with the character of the landscape, forming an intrusive feature which substantially erodes the valued characteristics. The effects would be large in scale and would be perceived across a wide geographical area.

2.6. The relationship between the sensitivity of a receptor and the magnitude of effects is not generally a linear one and there are no hard or fast rules about what makes an effect significant. Judgements are therefore supported by qualitative text to draw out the key issues, describe the effects and explain the underlying rationale. The design and appearance of the proposed development and how it sits within the surrounding landscape, together with the nature of the landscape will affect how any effects are likely to be perceived. Effects may be adverse or beneficial and may be affected by mitigation.

2.7. In terms of landscape effects, paragraph 5.56 of GLVIA3 notes that at opposite ends of the spectrum:

- *'Major loss or irreversible negative effects, over an extensive area, on elements and/or aesthetic and perceptual aspects that are key to the character of nationally valued landscapes are likely to be of the greatest significance; and*
- *Reversible negative effects of short duration, over a restricted area, on elements and/or aesthetic and perceptual aspect that contribute to but are not key characteristics of the character of landscapes of community value are likely to be of the least significance and may, depending on the circumstances, be judged as not significant.'*

2.8. In terms of visual effects, paragraph 6.44 of GLVIA3 notes that:

- *'Effects on people who are particularly sensitive to changes in views and visually amenity are more likely to be significant;*
- *Effects on people at recognised and important viewpoints or from recognised scenic routes are more likely to be significant; and*
- *Large scale changes which introduce new, non-characteristic or discordant or intrusive elements into the view are more likely to be significant than small changes or changes involving features already present in the view.'*

2.9. For the purposes of this appraisal, likely effects have been categorised as **significant** or **not significant**. Significant effects are those which should typically be given the greatest weight in decision making. They usually concern the immediate area around a site and close views from sensitive locations.

Mitigation Measures

2.10. The purpose of mitigation is to avoid, reduce and where possible, remedy or offset any significant adverse effects resulting from the proposed development. The most effective mitigation measures are ones which are integral to the scheme. In this case a substantial amount of mitigation in the form of landscaping will be designed into the scheme and will in time help to lessen any adverse effects.

3.0 Baseline Conditions

3.1 The existing nature of the landscape and visual environment in the study area has been established through desk top study and site survey of the following:

- A review of landscape planning designations and policy;
- An understanding of the site in the wider study area: its constituent elements; its character and the way that this varies spatially; its geographic extent; any designations which apply to it; condition; the way that it is experienced; and, the value attached to it; and
- An understanding of the areas from which the proposed development may be visible, the different groups of people (visual receptors) who may be affected and where possible an estimate of their numbers, the places that would be affected and the nature of the views and visual amenity currently experienced at those locations.

Wider Context

Introduction

3.2 Lymm is a large inset village in the civil parish of Warrington, in the county of Cheshire, and incorporates a number of hamlets including Broomedge Green Belt Village and Oughtrington. Lymm is located within the Green Belt between Warrington and Altrincham and the larger Manchester conurbation. Figures 1 and 2 illustrate the wider context of the site.

Road Network

3.3 Lymm and its surrounding areas are well connected to the motorway network, with connections along the A56 (south of Lymm) to both the M6 and the M56. A wider network of A and B roads connects the village to neighbouring towns and cities including Warrington, Altrincham and Manchester.

Historic and Physical Context of the Area

3.4 Lymm is situated on a sandstone escarpment to the north of the Cheshire Plain. Warrington Borough Council's Landscape Character Assessment (2007) describes Lymm as being within the Type 3: Red Sandstone Escarpment, Area 3.C, as shown in Extract B. The assessment notes that '*Lymm village probably existed in Roman times' and that 'the core of the village was based on a waterfall where a small stream cut back into the red sandstone escarpment, producing a cliff*.'

3.5 The village is built on the northern slope of the escarpment, and is centred on a small steep-sided valley known as the Dingle. To the south of the Dingle lies Lymm Dam, a lake surrounded by woodland, which is a popular location for recreational activities. The core of Lymm village and the envelope around Lymm Dam are protected as a Conservation Area.

3.6 Historically, settlement was largely focused within the village centre, whilst the outlying areas were farmed with scattered farmsteads.

Canals and Railways

3.7 The Bridgewater Canal was constructed just north of Lymm village centre in the 1760s, and features a number of listed Georgian buildings and canal-related structures, and a number of aqueducts. The arrival of the canal provided the village with a commercial waterway and subsequently opened up more opportunities for trade and industry. In spite of these developments, the village retained many of its farms and agriculture continued to be important.

3.8 An east-west railway ran through Lymm from 1853 until 1989, when it was closed and converted to the nationally designated Trans Pennine Trail. The presence of the railway encouraged trade, and many fruit orchards were planted around Oughtrington to supply the Manchester markets. Building materials such as Welsh slate and

Accrington brick were brought into the area and are visible in the many Victorian buildings around Lymm, including the larger Victorian houses built along the A56 Higher Lane, the main Warrington to Altrincham road (formerly the Turnpike Road, and now the A56), which follows the edge of the red sandstone escarpment.

Village Expansion

3.9 Lymm remained a small village until recent times, when the village began to expand. Expansion has gradually occurred along the secondary ridgeline (east-west along the A56 Higher Lane and Church Road), to the south of the ridgeline along Cherry Lane, northwest to Statham, and east to Oughtrington. The village of Oughtrington (approximately 1.5km east of Lymm) is also situated on the northern slope of the sandstone escarpment, and extends along Sandy Lane/ Stage Lane. Broomedge village lies some 2.5km southeast of Lymm centre, at the junction between the A56 Higher Lane and Burford Lane.

3.10 The twentieth century saw a shift away from agriculture, and the improved road network and car ownership led to people working further away from Lymm village, commuting to nearby towns and cities. Traditional industries and farming practices saw a decline, although there are still a number of operating farms, with a number of farm shops present. Some of the farmhouses and associated buildings have been retained and converted into residential dwellings and small farmsteads.

Scale and Character of Development

3.11 The scale and character of housing typologies within Lymm varies across the area, with areas of smaller scale Victorian terraces and cottages adjacent to semi-detached Arts and Crafts cottages, postwar and twenty first century development. Distinct pockets of Victorian and Georgian housing of associated with large gardens are evident, particularly in the village centre and along the Bridgewater Canal. There is evidence of use of the locally quarried sandstone in the local churches and other public buildings and features (such as The Cross). Brick built farmsteads and their associated barns and outbuildings are also present.

Arts and crafts Cottages on Oughtrington Lane

3.12 Residential development (such as The Seasons on Longbutt Lane, near the A56 Higher Lane) has occurred along the transport routes, particularly along the A56 west towards the M6, and east towards the M56. Modern development styles are varied, with some acknowledgement of the vernacular in terms of building materials (bricks, slate), detailing (pitched rooves, wooden detailing on porches and barge boards) and scale (mixed to reflect the presence of traditional small cottage buildings and larger detached properties).

3.13 Green Belt is found to the west between the M6 and Camsley Lane, and to the east of Longbutt Lane and Oughtrington. To the north the Green Belt broadly follows the northern boundary of the canal, and to the south it follows the A56 Higher Lane.

Facilities

3.14 The extended settlement is largely residential and served by local primary schools and Lymm High School, which lies just over 1km from the east of the village centre, churches, village halls and doctor's surgery. Sports provisions are in place at the leisure centre (shared with Lymm High School) and at the Rugby club. Small clusters of commercial facilities such as shops, and food and drink outlets, can be found in the centre of the village and in the centre of outlying hamlets such as Broomedge.

Open Space

3.15 Pockets of open space are found within the expanded settlement, including Ridgeway-Grundy Memorial Park to the west of the village centre, Lymm Dam and woodlands to the south, Lymm Golf Club to the northwest, the May Queen Field to the east of the village centre, Spud Wood to the east near Oughtrington, and the Bridgewater Canal which runs from east to west and lies just to the north of the village. A footpath network links some of these spaces to the wider footpath network, including the Trans Pennine Way and local attractions such as Dunham Massey National Trust property.

Landscape Features

3.16 The area is well-treed and leafy, with mature trees and hedgerows present in the centre of the village and throughout the outlying areas. Field and roadside boundaries are typically hedgerows with mature trees. Linear belts of woodland are present, particularly to the east and south of the village, some of which have Tree Protection Orders or are designated as Local Wildlife Sites or Sites of Importance for Nature Conservation.

Waterbodies

3.17 The River Bollin flows over 3km to the east and over 1km to the north of Lymm village, and has little landscape or visual connectivity with the village. Similarly, the Manchester Ship Canal passes some 1.5km to the north of the village centre. The Bridgewater Canal passes very close to the north of Lymm Village centre. The landscape and visual influence of the canal on the village is limited to the northern extent of the village, and the linear nature of this feature presents a physical barrier to movement as there are limited crossing points. The neighbouring Helsdale Wood features a large pond which connects into Helsdale Brook to the northeast of the site.

Local Materials

3.18 Evidence of the quarrying and use of the red sandstone is visible throughout the local area. The centre of the village is marked by a market cross, which sits atop a remnant pyramid of red sandstone. The cross lies within the Lymm Conservation Area.

Visual Context

3.19 Views within areas of residential settlement are often contained by the associated buildings and mature trees. The location of the village on the edge of the sandstone escarpment can result in some locations affording long views over the surrounding landscape towards the urban and industrial centres to the north (including Warrington and Manchester), to the distant Pennine Hills to the north and east, and to the south over the largely

agricultural landscape of the Cheshire Plain. These are often framed by existing vegetation (mature trees and woodland) or by the edges of development, between settlements.

Framed and far-reaching views to the north of the site

Landscape Baseline

The Site

3.20 The site occupies approximately 29.3 hectares of Green Belt land adjacent to the northern edge of the A56 Higher Lane, some 1.3km southeast of Lymm village centre. It is located on the northern edge of a red sandstone escarpment at an elevation of approximately 45-55m above ordnance datum (AOD).

3.21 Land within the site boundary consists of medium to large-scale fields, with an arable field to the north and pasture (grassland). Lower lying marshy areas cover the remainder of the site. Boundary treatments vary with some post and wire fences (along the A56 and between the two larger fields) and mature species poor hedgerows (along Oughtrington Lane and between the smaller fields). Mature hedgerow trees (particularly are found along the boundary with Lymm High School (including its Grade II listed building, the former Oughtrington Hall) and with the residential properties at Wildersmoor near the A56), and a dense mainly deciduous broadleaved woodland belt at Helsdale Wood and Newhey's Plantation is bound by post and barbed wire fencing.

3.22 A 132kV wood pole overhead line passes across the site in a northeast direction from the A56 near Wildersmoor to the eastern edge of Newhey's Plantation.

Beyond the Site Boundaries

3.23 Beyond the site boundary, land to the south largely comprises pastures bound by mature trees and hedgerows extending to the M56. To the southeast is the Green Belt village of Broomedge which is centred on the junction B5159 and A56 junction. This village, which has developed along these roads comprises a mix of detached and semi-detached properties, bungalows and terraced houses, farmhouses, a pub and restaurant, village shop and post office, a commercial landscaping centre and a pet hotel/ training facility. Pastoral land extends east of Burford Lane towards Agden, and includes a network of rural roads, the River Bollin and the Bridgewater Canal. There is an absence of any significant settlement between Agden and the junction of the A56/ 556. To the northeast lies an area of mixed and narrow linear development of commercial units along Warburton Lane.

3.24 To the north of the site lies Spud Wood and the Bridgewater Canal. Beyond that is the village of Oughtrington, although there is no visual connectivity between the site and the village. Oughtrington is a small satellite village with its own distinctive character that has gradually extended north of, and along, the Bridgewater Canal. The village features some characterful Victorian buildings, including the late Victorian Oughtrington Community Centre (formerly the primary school).

3.25 To the northwest are some pastoral fields that border the eastern edge of Lymm along Longbutt Lane. Within the nearby bungalows and houses, lie two pairs of distinctive Arts and Crafts style semi-detached cottages to the south of St Peter's Church, across the road from Lymm High School.

3.26 To the west is some post-war detached and semi-detached ribbon development along Oughtrington Lane, a more modern housing development at The Seasons, the cul-de-sac at Foxley Close, and the Victorian villas along the A56 Higher Lane.

Designated Landscapes

3.27 Landscapes, or individual components of the landscape, may be protected under a range of statutory or local designations. Potentially relevant designations include:

- National Parks and Areas of Outstanding Natural Beauty;
- Nature conservation designations, such as Special Protection Area (SPA), Special Area for Conservation (SAC), Site of Special Scientific Interest (SSSI), Ramsar Site etc.;
- Historic environment designations, such as Scheduled (Ancient) Monument (SAM), Listed Building, Conservation Area and Registered Historic Park and Garden;
- Green Belt, Area of High Landscape Value and other Local Plan designations.

National Parks and Areas of Outstanding Natural Beauty

3.28 The application site does not form part of any national or regional landscape designation. The nearest National Park is the Peak District and the closest Area of Outstanding Natural Beauty (AONB) is the Forest of Bowland, both of which are in distant locations in neighbouring counties.

Nature Conservation

3.29 There are no Ramsar, SPA, SAC or SSSIs (designations of international and national value) within the site. Woolston Eyes SSSI is located over 2.5km to the northwest of the site, next to the Manchester Ship Canal, and Dunham Park SSSI some 3km to the northeast of the site. The site is within the SSSI Impact Risk Zone, which requires that consideration is given to the risks associated with planned development, for example air pollution and water discharge, as part of the planning application. Rixton Clay Pits is the closest SAC, and it lies over 3km north of the site.

Historic Environment

3.30 There are no Listed Buildings or Conservation Areas within the site, but a number of listed buildings are present on the perimeter of the site. Lymm High School now occupies the building that once formed the Georgian Grade II listed Oughtrington Hall, south of the Bridgewater Canal on the Oughtrington Lane, with a Grade II listed lodge building that forms one of the entrances to the school near the junction of Longbutt Lane and Oughtrington Lane. St Peter's Church lies north of Lymm High School. The Grade II listed stone-built Victorian church sits within its own grounds and its spire forms a prominent skyline feature.

3.31 Wildersmoor house, farm and barn border the southern edge of the site on the A56. Some of the built structure

are listed, including the Grade II listed farmhouse, ice house, barn and well. A number of Grade II listed buildings and structures are present on Burford Lane to the east of the site, including the aqueduct at the Bridgewater Canal, the Burford Lane farmhouse, stable and cartshed, warehouse and house, barn, granary and shippon. Grantham Bridge and Lloyd Bridge which lie some 500m north of the site on the Bridgewater Canal near the village Oughtrington, are both Grade II listed structures. Also within Oughtrington are the Grade II listed features at The Nook.

3.32 The core of Lymm village and the envelope around Lymm Dam are protected as a Conservation Area. The site lies over one kilometre to the east of the Lymm Conservation Area.

3.33 The closest Scheduled Ancient Monument (SAM) is at Lymm Hall which lies over 1 km to the west of the site. The nearest Registered Park and Garden is the National Trust's Dunham Massey property, which lies some 3km to the northeast of the site.

Green Belt and Areas of High Landscape Value

3.34 The land is identified by Warrington Borough Council (WBC) as Green Belt. This is shown in Extract A: Green Belt. WBC's Green Belt Assessment of October 2016, identified the wider area (Area 7) within which the site lies as having an overall 'moderate contribution' to WBC's Green Belt. The assessment also made reference to the parcel (LY21) within which the site is located, and assessed it as making a strong contribution to the Green Belt. The assessment notes that the site has a strong role in preventing encroachment into the open countryside, and supports a strong to moderate degree of openness.

3.35 The Green Belt assessment noted that the southwestern edge of Oughtrington Lane provided a slightly less durable boundary to prevent encroachment of development into the Green Belt parcel, since the parcel is connected to the settlement along garden boundaries. It noted that the northern protected woodland boundaries could be considered to be durable (Spud Wood), and that the **western** boundaries next to woodland (it is assumed the assessment is referring to the **eastern** boundary next to Helsdale Wood and Newhey's Plantation) is less durable because the woodland is not protected. However, this is an error within WBC's Green Belt assessment of the land parcel as the woodland is covered by a Tree Protection Order and is a Local Wildlife Site (i.e., protected), and could therefore potentially be classed as more durable than has been assessed. WBS's assessment also states that the parcel has long views of the surrounding countryside and a strong degree of openness.

Extract A: Green Belt taken from:
http://www.telegraph.co.uk/news/earth/greenpolitics/planning/9708387/Interactive-map-Englands-green-belt.html

3.36 *Woodland and Ecology*

An overview of the ecological status of the site is covered in TEP's Ecology Overview, which forms part of this wider document. The site itself is within the Impact Risk Zone for Woolston Eyes SSSI. Two recent Tree Protection Orders apply to mature trees field boundary trees within the southwestern part of the site. The broadleaved deciduous woodland at Helsdale Wood, Newhey's Plantation and the small block of woodland west of Wildersmoor Farm are listed on the National Forestry Inventory. Helsdale Wood is a SINC and LWS and is protected by a Tree Preservation Order that covers the wood and Newhey's Plantation (also a LWS) to the south. The southern edge of Lower Helsdale Wood near Lymm High School is also protected by Tree Preservation Order. They form part of the Woodland Priority Habitat Network and are listed in the Priority Habitat Inventory. Spud Wood (less than 300m to the north of the site) is managed by the Woodland Trust and has a car park and public access, is part of and English Woodland Grant Scheme, and has a felling license.

3.37 The site is part of the Environment Agency's Upper Mersey Catchment Abstraction Management Programme and is listed under the Countryside Stewardship Water Quality Priority Areas. The southern edge of the site is close to an area listed as part of England's Community Forests – The Mersey.

3.38 A Traditional Orchard Priority Habitat Inventory Site lies some 500m north of the site, in the village of Oughtrington.

Landscape Character

3.39 Landscape Character is defined as the distinct recognisable and consistent pattern of elements in the landscape that make one landscape different from another. Such elements include landform, land use, vegetation cover, field boundaries, settlement patterns and types of buildings, roads, railways and public rights of way.

Landscape Character - Nationally

3.40 As part of Natural England's responsibilities as set out in the Natural Environment White Paper[1], Biodiversity 2020[2] and the European Landscape Convention[3], Natural England are revising profiles for England's 159 National Character Areas (NCAs). These are areas that share similar landscape characteristics, and which follow natural lines in the landscape rather than administrative boundaries, making them a good decision-making framework for the natural environment.

[1] Defra, *The Natural Choice: securing the value of nature,* 2011
[2] Defra, *Biodiversity 2020: A strategy for England's wildlife and ecosystem services,* 2011
[3] The European Landscape Convention was adopted by the Committee of Ministers of the Council of Europe on 19 July 2000 and opened for signature of the member States of the Organisation in Florence (Italy) on 20 October 2000. It aims to promote the protection, management and planning of landscape in Europe, and to organise European co-operation. The Convention is the first international treaty to be exclusively concerned with all aspects of European landscape. It applies to the entire territory of the Parties and covers natural, rural, urban and peri-urban areas. It concerns landscapes that might be considered outstanding as well as everyday or degraded landscapes.

3.41 The site falls within the southern extent of the Mersey Valley National Character Area (NCA 60). The character area is described as follows:

- A low-lying landscape focusing on the broad linear valley of the River Mersey; estuarine in the west and with extensive areas of reclaimed mossland in the east;
- Underlain by Triassic sandstone, surface geology is principally drift material; marine and river alluvium in the valley bottom, extensive areas of till, pockets of glacial sands and gravels, with peat in some drainage hollows;
- Trees and woodland are mainly associated with settlements, occasional parkland and isolated woodland blocks; and in recent years new community woodlands have been planted;
- Large-scale, open, predominantly high-quality farmland between development, with primarily arable farming to north of valley and a mixture of arable and dairying to the south;
- Field pattern is regular and large-scale, often bordered by hedgerows with isolated hedgerow trees; many hedgerows are intermittent and have been replaced by post and wire fencing;
- The predominant building material is red brick though some sandstone construction remains and some survival of earlier timber frame; and
- The river valley has a dense communication network with motorways, roads, railways and canals running east–west. Power lines are also prominent.

Topography and Elevation

3.42 The elevation of the Mersey Valley ranges from slightly above sea level to a maximum height of 144m AOD. The mean elevation is relatively low at 23 mAOD. It comprises a broad linear valley with large-scale, open, predominantly flat arable and pastoral farmland.

Geology and Soils

3.43 The solid geology of the Mersey Valley is dominated by red sandstones and mudstones of Triassic age (248-205 million years old) that underlie almost the entire area. To the south of the River Mersey the landform is a series of low, but prominent sandstone ridges. The surface geology consists principally of superficial deposits. The valley floor is underlain by estuarine and river alluvium bordered in places by wind-blown sand. Much of the remainder of the area is covered by glacial till with pockets of sand and gravel. Brick earth deposits are a notable feature near Rixton. Outcrops of Triassic sandstone bedrock are found to the east and south of Runcorn. An important feature in the east of the Valley is the occurrence of peat mossland, covering 9% of the NCA. These mosslands developed in drainage hollows in the early post-glacial period.

Vegetation and Field Patterns

3.44 Trees and woodland are scarce within the NCA and often associated with settlement. The extent of ancient woodland and planted ancient woodland within the NCA is less than 1% of the total woodland in the area. Hedgerows represent the dominant boundary feature though many have now been replaced with post-and-wire fencing. Ancient enclosures (field patterns) are poorly represented with scattered examples most notable to the east between Warrington and Urmston. For the most part the area is characterised by successive changes to the underlying pattern of ancient fields resulting from improvements and modifications in the 18th, 19th and 20th centuries. In the north the field pattern is open with large fields. To the south the field pattern is typically fragmented, with degraded hedgerows and the invasion of scrub into many fields.

Landscape Character – Regionally

Landscape Quality and Sensitivity

3.45 In 2007 WBC published a landscape character assessment for the borough (Warrington: A Landscape Character Assessment 2007). The site falls within Area 3.C: Red Sandstone Escarpment (2007), as shown in Extract B of this document. It is described as follows - '*with its luxuriance of hedgerows and hedgerow trees and more intimate landform*' the landscape creates a less sensitive environment in which to absorb small scale development, but also notes that the more recent expansion of housing into greenfield sites has '*fundamentally altered the rural character of the area*.'

Extract B: Type 3: Red Sandstone Escarpment, 3C – Lymm, Taken from Warrington Borough Council's Landscape Character assessment (2007)

3.46 The assessment notes that the Lymm and its environs can be described as having a high quality landscape, that it is sensitive to changes in agricultural practices and to development, and that passive recreational uses within the landscape are more easily absorbed due to screening offered by both landform and the well-vegetated nature of the locality.

Key Landscape and Visual Features

3.47 The assessment notes that listed buildings and structures set within a working agricultural landscape bound by mature trees and hedgerows, or along the edge of the canal bound by mature trees and hedgerows, are a feature of this character area. It also notes the long views afforded to the north and east from the sandstone escarpment. This is typical of the site, where there are some long views out through the boundary vegetation.

Landscape Change

3.48 The WBC landscape character assessment notes that much of the landscape change is as a result of expansion of Lymm Village, which has gradually absorbed some of its outlying hamlets and smaller settlements. Areas of rural landscape have subsequently been lost. This expansion would have been fuelled by the arrival of the railway in the 1770s and the Bridgewater Canal in the 1850s. Since then, the use of both of these features has changed from largely commercial to recreational (fishing, pleasure crafts, cycling and walking). Remaining agricultural landscapes are largely intact (but altered

over time) due to the retention of the hedgerows as a barrier to stock.

Recommended Management and Landscape Objectives

3.49 The WBC landscape character assessment recommends that, within Area 3.C at Lymm, hedgerows and trees should be safeguarded, and that a programme of progressive new planting be implemented to ensure continuance of the present landscape character. It notes that existing landscape character could be strengthened by improvements to woodland, including infilling of gaps, to create continuous woodland links leading back to Lymm Dam, and that traditional management of woodlands should be encouraged. It also recommends the expansion of existing footpath network to link the various woodlands.

Landscape Character – Locally

Landform and Topography

3.50 The site occupies a relatively prominent location on the northern edge of the sandstone escarpment, which lies at an elevation of approximately 45-55m AOD.

3.51 Whilst the site is reasonably level, it follows a general incline from the A56 Higher Lane down towards Spud Wood and the edge of the Bridgewater Canal. There is a shallow depression in the centre of the site, running from east to west. The landform also follows a slight incline from west to east between the A56 Higher Lane and Burford Lane. As such, the more prominent areas of the site lie close to the A56 Higher Lane and east of Lymm High School.

Site Boundaries and Openness

3.52 The site consists of small/ medium to large-scale fields used for arable crops and pasture and bound by hedgerows infilled with post and wire fencing and some scattered mature trees.

3.53 The southern boundary of the site adjoins the A56 Higher Lane and the rear garden boundaries of a number of large detached properties along the A56 Higher Lane (Wildersmoor House, Wildersmoor Barn, Wildersmoor Farm, the Model Farm and Ashlea Farm). On the opposite side of the A56 Higher Lane, is a short row of terraced properties adjacent to Whiteleggs Lane. This boundary is visually semi-permeable, with scattered mature trees present.

3.54 The boundary to the southeast of the site is formed by the linear belt of residential properties and farms which extends to include other commercial development (including the Jolly Thresher pub and restaurant, a landscaping business and a pet facility) along the A56 Higher Lane and at the junction with the B5159 Burford Lane at Broomedge. This boundary is semi-permeable, with scattered mature trees and some blocks of trees filtering views into and out of the site.

3.55 The eastern edge is mainly bordered by fields (with hedgerow boundaries) and woodland. The B5159 Burford Lane lies to the east of the site, approximately 350m away across the adjacent fields. This boundary is more open with some views in and out, and adds to the sense of openness within the site and adds to the sense of openness within the site.

3.56 Helsdale Wood and the Newhey's plantation form a visually impermeable boundary along the northeastern edge of the site.

3.57 The northern edge is bordered by an arable field that backs onto Spud Wood. The boundary lies in a slightly elevated location on the edge of the sandstone ridge, but is visually separated from Oughtrington village by the presence of Spud Wood. This boundary is more open with some views in and out, and adds to the sense of openness within the site.

3.58 The northwest of the site borders Lymm High School's playing fields and grounds, and the presence of scattered mature trees affords filtered views across this boundary.

3.59 The western boundary of the site adjoins the backs and sides of the gardens belonging to the detached and semi-detached residential properties on the eastern side of Oughtrington Lane. The presence of mature trees and other garden vegetation affords filtered views across this boundary.

Access and Public Rights of Way

3.60 The Greenway allows pedestrian access across the site. A Public Right of Way (PRoW) runs directly across the site in an east-west direction, from the lodge entrance to Lymm High School on Oughtrington Lane, to Burford Lane. A second PRoW runs just north of the site, in an east-west direction, and tracks the northern perimeter of the school and cricket ground before heading into the centre of Helsdale Wood. The Mersey Valley Trail is located north of the site and runs through Spud Wood and along the Bridgewater Canal. National Cycle Route Number 62 (The Trans Pennine Trail) runs east-west just over 1km north of the site, and there are local cycle networks that run from Lymm and along Burford Lane that connect into the Trail. Please refer to Figures 2 and 3.

Vegetation

3.61 Field boundaries within the site contain both deciduous hedgerows and trees. The internal deciduous hedgerows have not been subject to annual cutting. This is reflected in their tall and slightly overgrown character. Some large and mature deciduous trees (including oak and beech) feature along the boundaries, particularly next to Lymm High School and adjacent to Wildersmoor in the south. These provide valuable ecological habitat, and are in variable condition, with evidence of some epicormic growth. The vegetation along the rear boundary of the gardens to the east of Oughtrington Lane is more mixed, with shrubs, deciduous and evergreen hedges, and some mature trees. The woodland at Helsdale and Newhey's Plantation is a prominent landscape feature to the northeast of the site, with tall, deciduous, broadleaved, mature trees, and some dense areas of rhododendron on the woodland floor.

3.62 The wider area features well-vegetated and leafy residential areas with mature deciduous and evergreen trees to the west along Oughtrington Lane, including yew trees that are present near Lymm High School and St Peter's Church. To the south, Higher Lane displays a number of mature trees, and to the north Spud Wood forms a distinct canopy of semi-mature woodland trees. To the east, hedgerows and tall mature trees, some of which form a small canopy within the residential area, mark the boundaries of Burford Lane.

3.63 As noted previously, there are two newly applied Tree Protection Orders within the southeast of the site, covering mature trees along the field boundary.

Scenic Quality and Tranquillity

3.64 The site presents a pleasant semi-rural scene set within agricultural land and bordered by housing development,

Higher Lane and blocks of woodland. Whilst the scenery is not atypical of this locality, it is enhanced by the long publicly accessible outward views as well as by the presence of the woodland, the mature trees along the boundary of Lymm High School and its Grade II listed building. These are all features which could be preserved within the proposed development.

3.65 There is a sense of tranquillity towards the centre of the site, which diminishes in proximity to the adjacent road network, particularly Higher Lane.

Landscape Sensitivity

3.66 The site comprises some arable fields and pastures. Access is permitted through the centre of the site along the Greenway. The existing character and the appearance of the site reflects its use as agricultural land. Vegetation is limited to the field boundaries with no mature trees present in the open field areas. Hedgerow, hedgerow trees and post and wire fences form field boundaries. There is a greater sense of openness to the eastern and northern edges of the site.

3.67 The site is considered to be of local and some regional landscape value primarily due to its classification as Green Belt land. The area was judged to make a strong contribution to safeguarding of the Green Belt from encroachment of development though its boundary analysis, but considered Helsdale Wood and Newhey's Plantation as potentially less durable because they are unprotected. The woodland is covered by a Tree Protection Order and is an LWS (i.e., protected) and could therefore potentially be classed as more durable than has been assessed. The assessment also notes the long views of the surrounding countryside and the strong degree of openness.

3.68 The site is representative of the edge of settlement at Lymm, i.e., the point at which settlement ends and an agricultural/ rural landscape begins. This edge is not distinct and the transition from settlement to a rural character is gradual, due to the presence of existing linear residential development along Oughtrington Lane, Higher Lane and the B159 Burford Lane.

3.69 From a landscape perspective the site is considered to be of medium/ medium high local landscape value. This is mainly due to its designation as Green Belt, but also because of its rural character, the presence of a the Greenway and other footpaths through the site, the openness of the site and the long views from its northern and eastern boundaries, and the significant block of woodland that borders the site.

3.70 It is considered to be of medium susceptibility to the proposed development. This is because the landscape is typical of much of the farmland in the area, and its rural quality and tranquillity is affected by proximity to an A-class road, by residential development on two adjacent boundaries, and by proximity to the school, leisure centre and the cricket ground). High quality residential development is characteristic of this locality and although it would change the immediate character of the site, it would not be out of place in the wide landscape.

3.71 Combining the medium/ medium high value with a medium susceptibility the sensitivity of the site to the proposed development is therefore considered to be medium/ medium high. Without the Green Belt designation, the value of the landscape and the overall sensitivity would be reduced to medium.

Visual Baseline

Zone of Visual Influence

3.72 The zone of visual influence (ZVI) is the area within which the proposed development is likely to be seen. Its extent is dependent on the presence of landform and other features such as buildings or vegetation to provide screening. The ZVI was established by analysing maps and aerial photography and by site visits. The latter were particularly useful in identifying and confirming groups of likely visual receptors who may experience changes to views or their visual amenity. Figure 4 illustrates the nature of the main views into and out of the site.

3.73 The ZVI is mainly determined by consideration of the likely scale of the development (assumed to be up to three-storey), the extent of mature vegetation surrounding the site, the presence of other likely screening influences such as buildings, and elevation, landform and topography.

3.74 Consideration has been given to the existing visual baseline, including:

- The relatively flat nature of the landform, and the general incline down to the north and east;
- The elevation of the site on the edge of a sandstone escarpment);
- The shallow depression that runs east-west in the centre of the site;
- The very long views over the distant landscape to the north;
- The long views to the east in the direction of Burford Lane and the settlement at Bowdon some 4 miles away;
- The significant boundary vegetation to the northeast at Helsdale Wood and north at Spud Wood;
- The nature and presence of boundary vegetation;
- The filtered views between the site and the neighbouring Lymm High School;
- The presence of existing gardens and buildings to the west of the site along Oughtrington Lane;
- The presence of significant mature garden boundaries and mature trees to the southeast of the site;
- The more visually prominent areas of the site, that lie close to the A56 and east of Lymm High School;
- The lack of visual connectivity between the site and neighbouring areas to the north, including Oughtrington Village and the Bridgewater canal. This is due to the screening effect of Spud Wood and the low setting of Oughtrington Village to the north of the Bridgewater Canal;
- The lack of visual connectivity between the site and Lymm Village, due to the intervening landform and housing development on Oughtrington Lane;
- The limited filtered views over the landscape to the south of the site; and
- The scale of development proposed.

3.75 Given the relatively flat nature of the landform, the presence of some significant boundary vegetation and adjacent buildings and the potential scale of development proposed, the ZVI is likely to extend to the following areas:

- To the south, the adjacent properties along the A56 Higher Lane, and users of the A56. Potential for filtered views from users of Whiteleggs Lane;

- To the southeast, the properties along the northern edge of the A56 Higher Lane and the western edge of the B5159 Burford Lane at Broomedge with open views in the direction of the site;
- To the east, the properties along the B5159 Burford Lane with open views in the direction of the site, and users of the B5159. Potential for views from scattered and distant residential properties to the east, and in the direction of the distant Bridgewater Canal and Lymm Marina and the more distant A56 Lymm Road;
- To the north, the users of the footpath which runs to the north of the site, the visitors to Spud Wood, and visual receptors in more distant areas north of the site;
- To the northwest, the users of Lymm High School and Lymm's Oughtrington Park cricket ground;
- To the west, the adjacent properties on Oughtrington Lane and from the very edge of the neighbouring development on the west of Oughtrington Lane; and
- Within the site, the users of the Greenway that runs east-west through the middle of the site.

Visual Receptors

3.76 Visual receptors are the people who live in or visit the area and who will experience views of the proposed development. The appraisal focuses on those receptors who would likely be most sensitive to the effects of the proposed development. This includes the following:

- People living in properties along and close to the A56 Higher Lane, the B5159 Burford Lane, Oughtrington Lane, and Foxley Close;
- People using Lymm High School, the leisure centre and the cricket ground;
- People using the footpath that runs east-west through the middle of the site and people using the footpath to the north of the site into Helsdale Wood, and potentially users of Spud Wood and the Mersey Trail; and,
- Vehicle and pedestrian users of the A56 Higher Lane, the B5159 Burford Lane, Oughtrington Lane.

3.77 To inform the appraisal of likely effects, seven location were selected which demonstrate typical receptors and their likely views into and out of the site were appraised. These locations are shown in Figure 4, with an appraisal of the effects likely to be experienced from these viewpoints (undertaken through field survey) provided. Table 3 lists the location and provides an assessment of their sensitivity (which combines a judgement on the susceptibility and importance of the receptor).

4.0 Potential Effects

4.1 This section considers the potential effects of the proposed development on the identified landscape character areas (LCAs) and the significant features within them and the key receptors and viewpoints identified during site visits.

The Proposed Development

4.2 The outline masterplan is shown in the wider document. It must be emphasised that at this stage in the process these do not represent a fully resolved design, and for the purposes of the appraisal the maximum height of the proposed development is assumed to be 3 storeys.

Construction Effects

4.3 The construction period of the proposed development is considered to be short term and temporary. The likely landscape and visual effects of construction will vary depending upon the nature of operations being carried out. The main components of construction likely to affect landscape character and visual amenity could include the following:

- Site clearance and vegetation removal;
- Site access and haulage routes;
- Mobile construction plant;
- Fixed construction plant such as cranes;
- Excavators, compressors and lorries;
- Disposal of waste materials;
- Construction of new highway and junction alterations where new roads link to existing infrastructure;
- Excavation and installation of drainage and below ground services;
- Construction of buildings;
- Works to landscaped areas;
- Stockpile and material storage areas;
- Site huts and protective hoardings; and,
- Temporary lighting.

Operational Effects

4.4 Following construction, the operational effects of proposed development are considered to be long term and permanent. The main sources of long term landscape and visual effects arising from a proposed residential development would likely be:

- The loss of landscape features and alteration in landscape character of the area, resulting from the extension of the residential edge of Lymm;
- Changes in views arising from new housing and associated infrastructure;
- Increased traffic along the A56 Higher Lane and the local road network;
- Changes and improvements to the road network;
- Changes and improvements to the pedestrian/ cycle network, including footpaths and road boundary treatments;
- Changes and improvements to public transport networks and connections;
- Provision of an open space network within the housing area including amenity greenspace and play provision; and,
- Increased night time illumination from street lighting and properties.

Appraisal of Potential Landscape Effects

During Construction

4.5 Construction operations would give rise to a large magnitude of effect on the landscape. The activity from construction machinery, movement and clustering of vehicles and workforce on site and changes to the landscape resulting from vegetation clearance could have a significant effect on the landscape of the site. This effect is considered significant but would be temporary for the duration of construction works.

During Operation

Nationally

4.6 At a national scale, because the application site would represent a very small element in a much larger landscape character unit, the NCA 60: Mersey Valley is unlikely to experience any adverse effects from the proposed development.

Regionally

4.7 At a regional scale (Area 3.C: Red Sandstone

Escarpment), the change from an agricultural site to a residential led mixed-use development will extend the edge of settlement and encroach on the Green Belt to the east of Lymm, altering to an extent the perceived rural character of the area and potentially effecting the network of hedgerows. The development would not contribute to the merging of neighbouring towns. Whilst considered to be rural in character, the existing site is bordered by housing along its western edge, and to the south by larger individual residential properties. No protected or designated sites have been identified on the site (other than a Tree Protection Order to the southeast of the site). The likely effects are not considered significant.

Locally

4.8 At a local scale the magnitude of change within the site would be medium/ large as the site is transformed from agricultural fields with hedgerow boundaries adjacent to edge of settlement residential development, to a mixed use and residential development with a central linear park and strengthened eastern boundary.

4.9 It is anticipated that the proposed development would retain existing hedgerows and trees wherever possible to provide visual screening during both construction and upon operation. Retention of existing vegetation particularly along the application site's boundaries would also help to integrate the development into the wider landscape and give it a mature character through the retention of some established landscape features. Some long distance views would also be retained.

4.10 The proposed extension of the woodland at Helsdale Wood and Newhey's Plantation to the south would provide an even stronger and more robust wooded eastern boundary to the site, potentially marking a fully defensible Green Belt boundary and providing a distinctive landscape feature typical of the linear woodland found near Lymm.

4.11 The proposed creation of a central green linear space, a village green, orchard areas, new play and sports facilities and upgraded walking/ cycling/ public transport links, has the potential to create a more focused residential centre to the edge of settlement east of Lymm, with improved connections into woodland areas and into the wider footpath and cycle network around Lymm, including through Helsdale Wood, along the Bridgewater Canal, the Mersey Trail, and potentially to the National Cycle Route 62 (the Trans Pennine Trail).

4.12 Although the likely effects would be significant in the short term, these effects would lessen as the planting matures and people become accustomed to the change in character, which is supported by the creation of distinctive landscape features that are typical of the landscape around Lymm (including linear woodlands), the retention of existing landscape features, and improvements to the local pedestrian, cycle and public transport networks.

Summary of Potential Landscape Effects

4.13 The effect of the proposed development will be significant and adverse during the construction phase and in the short term. In the medium to long term (5-15 years), once the full scheme is completed and the new planting matures, local residents would be likely to get used to the change in character, providing a new residential extension for Lymm with improved open space, strengthened landscape features and public open space provision that is well connected to its neighbours, and to the footpath and cycle network (>15 years).

Table 2: Summary of Potential Effects on the Local Landscape

Sensitivity	Magnitude of Change	Construction Effects	Medium Term Effects (5-15 years)	Long Term Effects (>15 years)
Medium	Medium / Large	Significant	Significant	Not significant

Appraisal of Potential Visual Effects

During Construction

4.14 Construction activities associated with the proposed development would be of relatively short duration. Locations where people would experience a large magnitude of change in their outlook resulting in significant effects are where construction operations would be seen in close proximity across a large proportion of the view. The most significant visual effects would be experienced by sensitive visual receptors closest to the construction works including:

- A56 Higher Lane properties; and,
- Oughtrington Lane properties.

4.15 People living in properties on the A56 Higher Lane and Oughtrington Lane where construction operations would be close to the rear gardens could experience a large change in their existing view depending on the amount of screening vegetation. This would result in a significant effect.

4.16 In addition, people using the Greenway which crosses the application site would be likely to experience a large magnitude of change, and significant effects during the construction phase. A temporary diversion could be made available during construction, assuming the footpath is to remain in its current location.

4.17 Most other receptors would be likely to experience a small or negligible change to the existing view during the construction period. This would result in a minor adverse or negligible effect on the views. These effects are not considered significant.

During Operation

4.18 On completion of the development the change from agricultural land to a new housing and mixed use development would represent a major alteration in the appearance of the site. The proposed development would have a significant effect on views depending on the proportion of the view affected, the proximity of the development and the presence or otherwise of intervening landform vegetation or built development.

4.19 As with construction effects, visual effects of the greatest significance would most likely be experienced by the following sensitive visual receptors:

- Residents in the A56 Higher Lane properties adjacent to the site; and,
- Residents in the Oughtrington Lane properties adjacent to the site; and,
- Users of the Greenway through the centre of the site.

Table 3: Summary of Potential Visual Effects and Schedule of Locations					
Location Ref	Location	Receptor	Sensitivity	Magnitude of Change	Significant effects
1	Public footpath (Greenway) in the centre of the site	Pedestrians	High	Large	Yes
2	Users of the A56 Higher Lane bordering the site	Pedestrians / vehicle users	Medium	Small/Medium	Yes (Potential for significant effects)
3	A56 Higher Lane	Residents	High	Large	Yes
4	B5159 Burford Lane	Residents	High	Small/Medium	Yes (Potential for significant effects)
5	Visitors to Spud Wood	Pedestrians	Medium	Negligible	No
6	Lymm High School and Oughtringt on Cricket Club	Staff and pupils and users of the sports facilities	Medium	Small/medium	Yes (Potential for significant effects)
7	Oughtringt on Lane	Residents	High	Large	Yes

4.20 Other visual receptors would experience effects on views ranging from minor adverse to negligible. Minor or moderate adverse effects are anticipated where the development would be visible but located some distance from the receptor (for example, the B5159 Burford Lane) or where the receptor is not considered to be very sensitive to the development (such as users of the road network) or there is a degree of screening/ filtering by intervening vegetation (for example, Lymm High School, including the Grade II listed building). Negligible effects would be likely to arise where operations are heavily filtered and would be barely perceptible in the view due to distance (for example, from Broomedge and Oughtrington).

4.21 These potential effects are appraised in Appendix A, with accompanying photographs showing the visual context of the site and the receptor locations.

Summary of Potential Visual Effects

4.22 A summary of the potential visual effects resulting from the proposed development is provided in Table 3: Summary of Potential Visual Effects and Schedule of Locations. The appraisals are provided in Appendix A, with accompanying photographs showing the visual context of the site and the receptor locations.

4.23 Receptors most likely to experience significant visual effects are residential dwellings adjoining or overlooking the site, in particular those who are closer to the site and who have more open views of the site, with limited screening.

4.24 Other receptors such as users of the roads, users of the neighbouring school and cricket ground, and more distant residential dwellings could also experience significant effects. However, these may lessen over time due to the maturing of intervening screening, and better integration of the development into the landscape.

4.25 A development of this size and nature will almost inevitably have significant effects upon the receptors surrounding it. Even with extensive landscaping built into the design, the permanent change in use of the site from agricultural land to suburban housing is likely to result in a major adverse effect for some receptors. Over time, however, as the planting matures and people get accustomed to the change in character of the site these effects will lessen and by year fifteen are unlikely to be significant.

5.0 Mitigation Measures

Introduction

5.1 In order to mitigate against the potential effects identified in the appraisal, the following suggestions are made:

Design Stage

5.2 As stated in the representations, the design of the proposed development should be of high quality and respond positively to the local context which is the residential edge of Lymm.

5.3 Provision for attractive landscaping, woodland screens, enhanced pedestrian/ cycling links, village greens, orchards and areas for play and sporting activities all contribute to enhancing newly built environment and assist in the integration of the site into the existing landscape and edge of settlement.

During Construction

5.4 During constructions careful consideration should be given to the following:

- Construction compounds
- Lighting
- Screening
- Vegetation clearance
- Traffic Management

After Completion

5.5 Location and extent of planting and greenspace should be informed by the likely visual effects of the proposed development on the site's immediate neighbours and where possible should include landscape measures such as structural landscape planting for screening and amenity purposes.

Specific Mitigation Measures

5.6 No specific mitigation measures for individual properties have been suggested at this time. The illustrative masterplan indicates that existing planting will be retained where possible and enhanced to provide screening along the site's boundaries. Elsewhere, it is the design of rear gardens and open spaces has been used to create distance between existing properties and the proposed development.

6.0 Constraints and Opportunities

Constraints

6.1 Having established the landscape and visual baseline, and appraised the likely effects of the proposed

development on the land at the A56 Higher Lane, likely constraints to the development have been identified and include:

- The Green Belt designation;
- The area is described in the local character assessment as being sensitive to changes in agricultural practices;
- Listed buildings (though these can be considered to provide a positive contribution the site);
- The presence of a Tree Protection Order to the southeast of the site (though this can be seen as a positive contribution to the landscape);
- The Local Wildlife Sites and Site of Importance for Nature Conservation within the woodland bordering the site (though this can also be considered a positive contribution to the landscape);
- Public Footpaths (again, this can be considered an opportunity);
- The proximity of the residential settlement to the east of Oughtrington Lane and along the A56 Higher Lane near the southern edge of the site;
- The pipelines (with easement); and,
- The overhead line that crosses the site.

Opportunities

6.2 Having established the landscape and visual baseline, and appraised the likely effects of the proposed development on the land at Higher Lane, opportunities to make positive contributions to the landscape character and the visual experience in the area can be identified and suggested.

Local Character

6.3 The proposed development could respond positively to the local distinctiveness of Lymm, taking cues from some of its more distinctive and high value areas of settlement, building on the established character of the village by utilising locally used materials, picking up on distinctive detailing of buildings, and the variety of scales/ sizes of buildings present within the settlement.

6.4 Orchards are a celebrated feature of the area around Oughtrington, marking a period in time when local residents provided fruit for the Manchester markets. Inclusions of such spaces lend the development some local authenticity and contribute to the open space and habitat provision.

6.5 Lymm and its wider settlement are well-treed and leafy, with trees featuring heavily in the skyline of most of the views around Lymm, and their incorporation into the proposed development would contribute to and reflect the local character.

Green Areas/Public Space

6.6 The inclusion of green space areas including a linear park, village green, orchards, community sports and recreation facilities would provide an opportunity to further integrate this sort of development into the adjacent landscape. This would potentially add value to the local character, creating pockets of tranquillity, and further promote greater links between the existing and new settlement rather than creating a discrete and inward-looking development.

Physical and Visual Connections

6.7 Likewise, links from the site into the footpath and cycle network will assist in the integration of the site into the wider landscape, with potential for links to Lymm Village via the woodland and the Bridgewater Canal.

6.8 Provision of a bus/ coach drop-off facilities for Lymm High School could result in a subsequent reduction in traffic issues along Oughtrington Lane.

6.9 Some visual permeability could be built into the design of the development in order to pick up on the quality of the new development, rather than hiding it away, and thus contributing positively to the local character.

6.10 Opportunities to capture the far-reaching views to the north of the site could be explored, allowing some visual permeability of the development to the north, with consideration given to the framing of such views, and maintaining these visible connections with the wider landscape.

6.11 Proposals for a sports area/pitch facilities to the north of the site on the edge of the sandstone escarpment, would assist in providing an open and usable area on the northern boundary of the site, from which long views to the north would be afforded, positively contributing to the visual experience in the altered landscape.

6.12 The nature of the views from the residential properties that border the west of the site at Oughtrington Lane will change considerably, and opportunities should be taken to provide a sensitive transition between their rear gardens and the proposed development. This could be achieved by matching the length of their garden with any neighbouring properties, and providing landscape screening at the boundary, or by positioning areas of open space adjacent to the existing garden boundaries.

Vegetation and Green Belt

6.13 The Warrington Borough Council landscape character assessment (Warrington: A Landscape Character Assessment 2007) recommends that areas of hedgerows and trees are safeguarded, and that a programme of progressive new planting is implemented to ensure continuance of the present landscape character. Existing landscape character would be strengthened by improvements in woodland, filling of gaps, to create continuous woodland links leading back to Lymm Dam. It also recommends the expansion of existing footpath networks to follow woodlands.

6.14 Strengthening of the Green Belt boundary by extending the belt of woodland from Newhey's Plantation south along the eastern boundary of the site, could positively contribute to the creation of a durable edge to the Green Belt, marking the edge of development of Lymm Village. It was noted in the recent assessment of WBC's Green Belt that since the area of Green Belt (that Higher Lane sits within) contains a considerable amount of development, including the 'washed over villages,' it's openness is compromised and the area 'does not contribute to Green Belt in a strong and undeniable way as would be required to make a strong contribution overall' and 'does not prevent towns from merging.'

6.15 Although the woodland boundary at Helsdale Wood is considered to be less durable and unlikely to be able to prevent further encroachment if the parcel is developed, having taken into account its protected status, and its scale and orientation, the woodland could be considered to be a more durable and defensible boundary, particularly if it were extended.

6.16 In addition, any such belt of vegetation would function as both a visual screen for residents along Burford Lane who (at present) have clear and open principal views in the direction of the land at Higher Lane, and as a backdrop and distinct edge of development for new residents, assimilating the development into the local area.

6.17 In addition, this extension to the woodland could provide useful habitat links and encourage ecological diversity.

7.0 Summary & Conclusions

Summary

7.1 The landscape and visual appraisal has taken into account the existing landscape and visual baseline conditions, and made an appraisal of the likely significant effects resulting from the change in use of the land at Higher Lane from agricultural land to the proposed development.

7.2 There is potential for significant landscape effects with a change from an agricultural landscape to an area of settlement. These effects would be adverse during the construction phase and in the short term. In the medium to long term (5-15 years), once the full scheme is completed and the new planting matures, local residents would be likely to get used to the change in character, providing a new residential extension for Lymm with improved open space, strengthened landscape features and public open space provision that is well connected to its neighbours, and to the footpath and cycle network (>15 years).

7.3 There is potential for significant visual effects on occupiers of residential properties adjoining or overlooking the site, in particular those that are closer to the site and who have more open views of the site, with limited screening. Other receptors such as users of the roads, users of the neighbouring school and cricket ground, and more distant residential dwellings could also experience significant effects. However, these may lessen over time due to the maturing of intervening screening, and better integration of the development into the landscape.

7.4 A development of this size and nature will almost inevitably have significant effects upon the receptors surrounding it. Even with extensive landscaping measures proposed, the permanent change in use of the site from agricultural land to suburban housing is likely to result in a major adverse effect for some receptors. Over time, however, as the planting matures and people get accustomed to the change in character of the site these effects will lessen, and by year fifteen are unlikely to be significant.

7.5 Whilst the proposed development constitutes a change of use within a Green Belt area, the change of use from rural fringe farmland to a housing and mixed use development is not out of character with its immediate surroundings. At present Oughtrington Lane marks a change in the settlement pattern. To the west lies a more densely settled and developed landscape, whilst to the east lies the Green Belt containing scattered settlement/ linear development along road boundaries. The B5159 and Helsdale Wood mark a further change in the settlement pattern to the east, with a further decrease in residential and commercial development between Broomedge and the A56 junction with the A556. As noted in the opportunities section of this document, strengthening of the Green Belt boundary by extending the belt of woodland from Newhey's Plantation south along the eastern boundary of the site, could positively contribute to the creation of a permeable edge to the Green Belt, marking the edge of development of Lymm Village.

7.6 Furthermore, WBC are currently considering the status of the Green Belt in this area as part of their local Plan Review. If a decision is made to remove the site and its immediate surroundings from the Green Belt, then this would reduce the value of the site from medium/ medium high to medium and consequently the overall sensitivity would be reduced to medium.

Conclusion

7.7 Some significant adverse landscape and visual effects would result from the change in use of the land at Higher Lane in Lymm, from agricultural land to residential led mixed-use development, however, these effects are likely to diminish with time as the development and associated landscaping matures and assimilates with the surrounding local area.

7.8 The change in views for residents who border the site will be adverse and likely effects will be significant. Opportunities should be taken to alleviate some of these effects (as noted in the opportunities section of this document). Likewise, retention of the long views to the north of the site should be a key objective of any future masterplan.

7.9 In time, the development could present some valuable contributions to the character of the local area, bringing opportunities for enhancement of linear woodland features, provision of open recreational space, capitalising on the distinctive local characteristics of the built form around Lymm and enhancing the local character, improving links into the wider footpath, cycle and public transport connections, and positively contributing to the creation of a durable edge to the Green Belt, marking the edge of development of Lymm Village at Helsdale Wood.

FIGURES

Figure 1: Site Location Map

Imagery ©2016 Infoterra Ltd & Bluesky, Google, Map data ©2016 Google

Figure 2: Wider Site Constraints

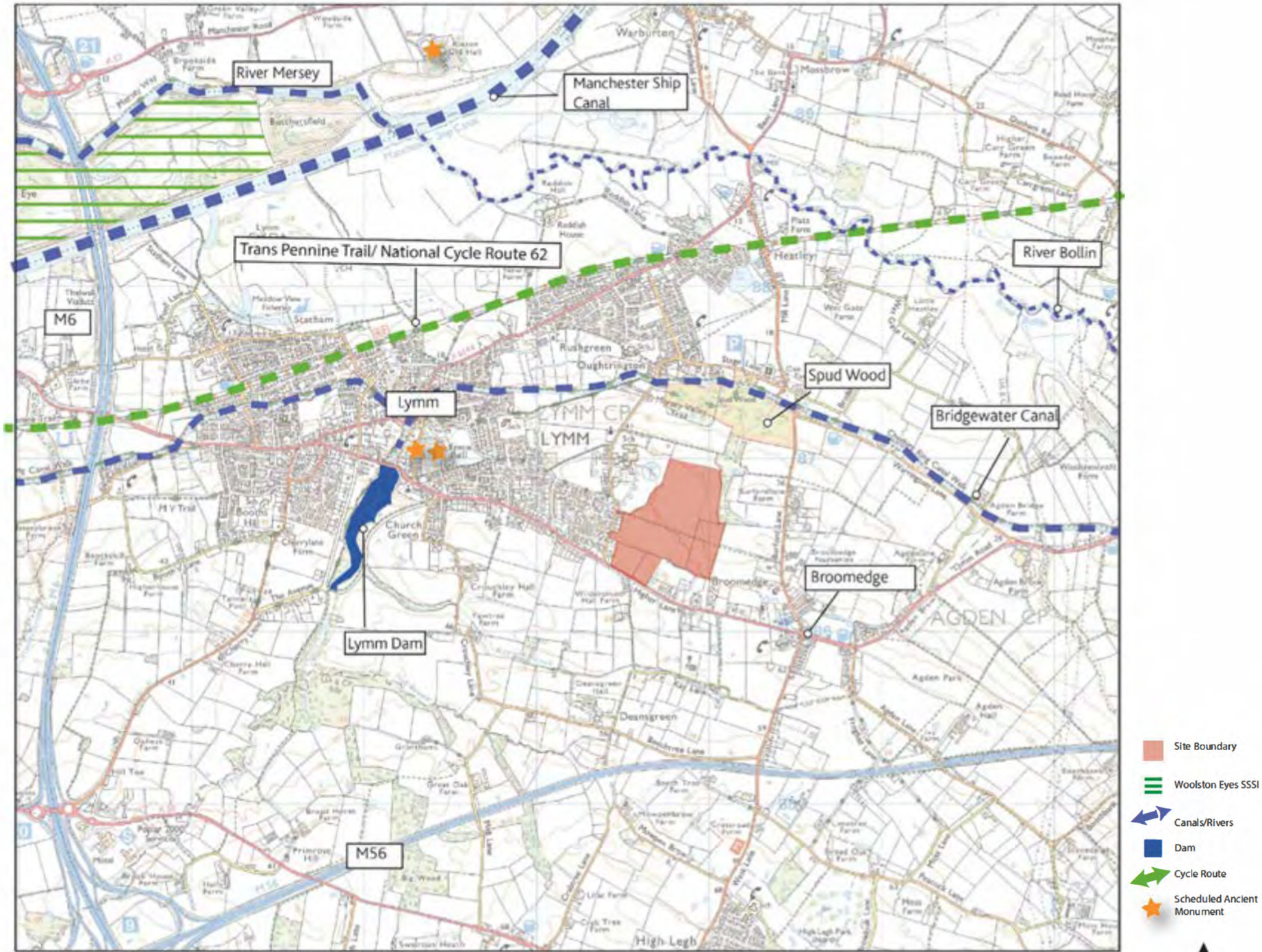


Figure 3: Site Constraints

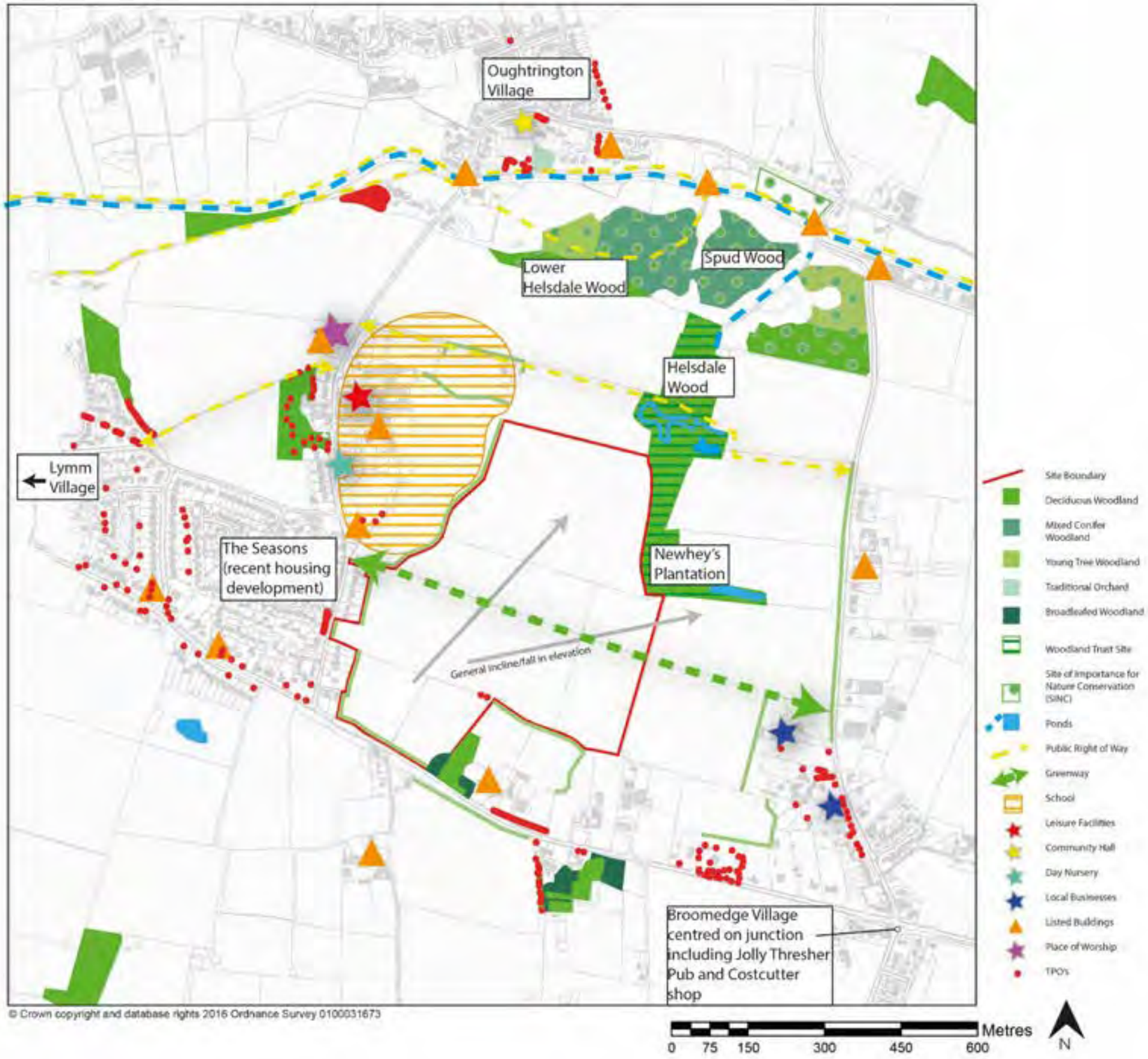
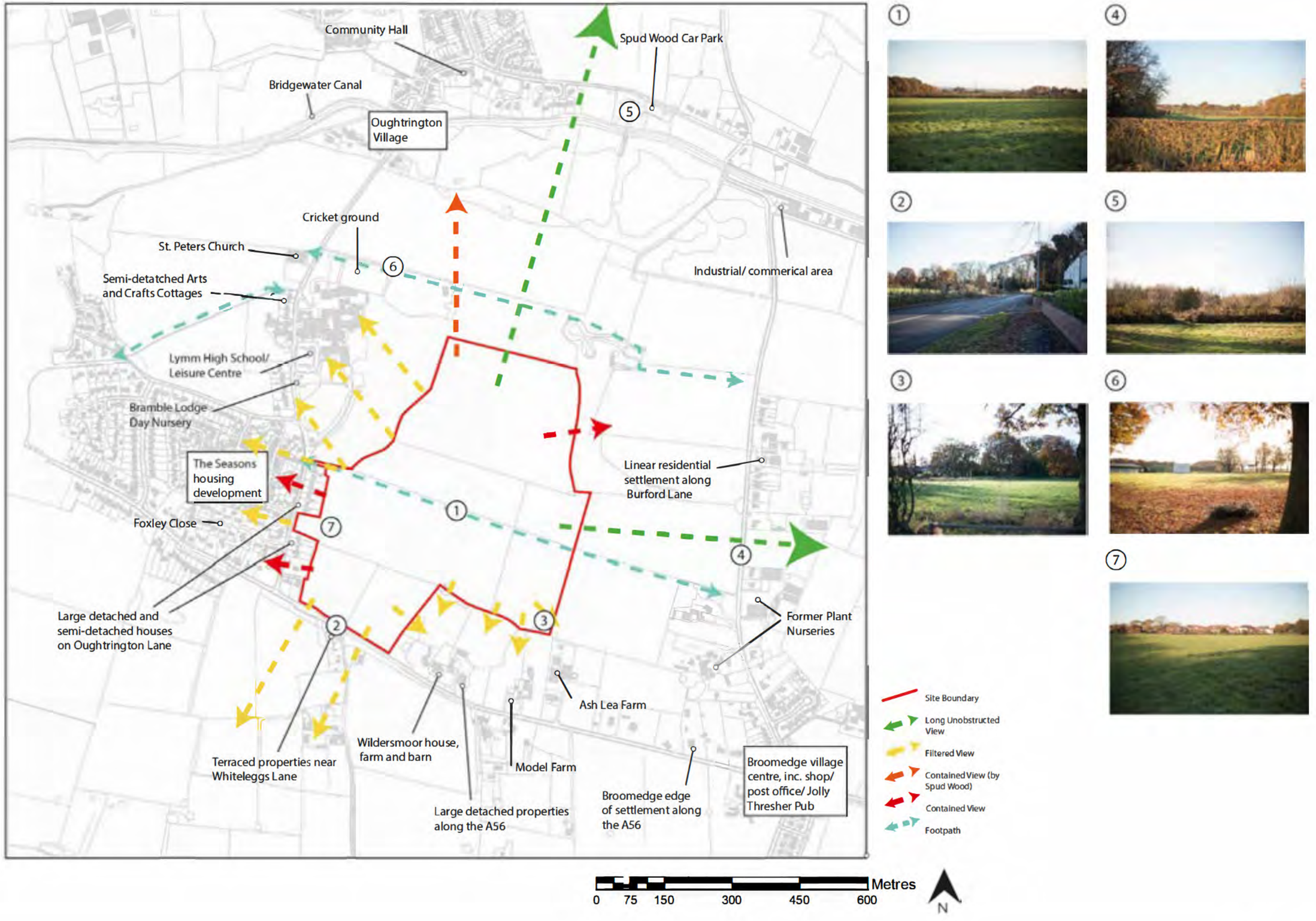


Figure 4: Visual Baseline



APPENDIX A

Appendix A: Appraisal of Potential Visual Effects

Potential effects are described in the following text by reference to a location and receptor groups likely to be affected by the operational phase of the proposed development. A summary of the schedule of the locations considered as part of the appraisal, and the likely significance of effects is given below. Refer to Figure 4 for the locations.

Table A1: Summary of Potential Visual Effects and Schedule of Locations

Location Ref	Location	Receptor	Sensitivity	Magnitude of Change	Significant effects
1	Public footpath (Greenway) in the centre of the site	Pedestrians	High	Large	Yes
2	Users of the A56/ Higher Lane bordering the site	Pedestrians/ vehicle users	Medium	Small/Medium	Yes (Potential for significant effects)
3	A56/Higher Lane	Residents	High	Large	Yes
4	B5159 Burford Lane	Residents	High	Small/Medium	Yes (Potential for significant effects)
5	Visitors to Spud Wood	Pedestrians	Medium	Negligible	No
6	Lymm High School and Oughtrington Cricket Club	Staff and pupils and users of the sports facilities	Medium	Small/medium	Yes (Potential for significant effects)
7	Oughtrington Lane	Residents	High	Large	Yes

LOCATION 1

Public footpath (Greenway) in the centre of the site

The sensitivity of people using the footpath is considered medium.

The footpath follows a field boundary through the centre of the site. The site is open and there are clear views across much of the site. Photographs are representative of the transient and glimpsed view experienced by people using the footpath to the north and the east.

The foreground and middle distance views of the rural landscape in the middle and on the edge of the site, combined with far-reaching views over distant landscape to the north and east could be lost by the potential screening effect of intervening housing and new landscape treatments.

The altered view could potentially be significantly different, featuring housing development and associated infrastructure in foreground views, with potential for only glimpses of the distant views. Significant effects are likely.

Opportunities: It is recommended that the retention of some of these distant and far-reaching views is a key objective of any future masterplan.

Photograph 1a – Views towards Helsdale Wood and the east

Photograph 1b – Views towards Lymm School boundary (left of photo) and the distant landscape to the north

Photograph 1c – Views towards Newhey's Plantation (left of view), Burford Road and the east.

Appendix A: Appraisal of Potential Visual Effects

Potential effects are described in the following text by reference to a location and receptor groups likely to be affected by the operational phase of the proposed development. A summary of the schedule of the locations considered as part of the appraisal, and the likely significance of effects is given below. Refer to Figure 4 for the locations.

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1	Public footpath (Greenway) in the centre of the site	Pedestrians	High	Large	Yes
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3	A56/Higher Lane	Residents	High	Large	Yes
4	B5159 Burford Lane	Residents	High	Small/Medium	Yes (Potential for significant effects)
5	Visitors to Spud Wood	Pedestrians	Medium	Negligible	No
6	Lymm High School and Oughtrington Cricket Club	Staff and pupils and users of the sports facilities	Medium	Small/medium	Yes (Potential for significant effects)
7	Oughtrington Lane	Residents	High	Large	Yes

LOCATION 2

Users of the A56 Higher Lane bordering the site

The sensitivity of people using the A56 Higher Lane is considered medium.

The A56 Higher Lane would directly border the southern edge of the development site and users would be likely to have a transient but glimpsed views as they travel along the A56. Photograph 2 is representative of the transient and glimpsed view experienced by people using the road.

At present, the southern boundary of the site affords an uninterrupted view over agricultural fields from the A56, which is foreshortened by the mature and overgrown hedgerow on the boundary of the first field. A 132kV wood pole overhead line is visible from this boundary, and passes in a northeasterly direction from Wildersmoor House across the site.

The altered view is likely to be significantly different and will feature the edge of the new development with new pedestrian and vehicular access in foreground views. Users of the road will pass similar edge of settlement development as they travel along the A56, and assuming this this altered view will not be out of character, it has the potential to be quickly accepted. There is some potential for significant effects at this location, particularly in the early stages of the development.

Opportunities: There is potential for the design of the access into the development, and the edge of the development to positively contribute to the character by reflecting the scale of local development, including use of local materials and landscaping that reflects the well-treed and leafy nature of Lymm and its wider settlement.

Photograph 2a – Views from the site towards the A56 Higher Lane and Whiteleggs Lane.

Photograph 2b – View along the A56 Higher Lane, with the southern boundary of the site to the left and Whiteleggs Lane to the right.

Photograph 2c – View from the A56 Higher Lane to the northeast over the site.

Appendix A: Appraisal of Potential Visual Effects

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3	A56/Higher Lane	Residents	High	Large	Yes
4	B5159 Burford Lane	Residents	High	Small/Medium	Yes (Potential for significant effects)
5	Visitors to Spud Wood	Pedestrians	Medium	Negligible	No
6	Lymm High School and Oughtrington Cricket Club	Staff and pupils and users of the sports facilities	Medium	Small/medium	Yes (Potential for significant effects)
7	Oughtrington Lane	Residents	High	Large	Yes

LOCATION 3

Residents of the A56 Higher Lane bordering the site

The sensitivity of residents in properties along the A56 Higher Lane who border the southern edge of the site is considered high.

At present, views are over agricultural land gradually reducing in elevation as it heads north over the sandstone escarpment away from the viewer. Hedgerow trees border the fields, with middle views capturing the nearby woodland, and background views featuring the far-reaching views to the north. A 132kV wood pole overhead line is visible from this boundary, and passes in a northeasterly direction from Wildersmoor House across the site. Photographs 3a and 3b are representative of the garden boundaries and the long views to the north, and 3c represents the cottages on Higher Lane.

The gardens to the rear of the properties are very long and are bordered by mature deciduous trees. This helps screen the site in views from the properties, though views are potentially more open in winter when leaves have fallen.

People living along the A56 Higher Lane that directly border the southern edge of the development site could have filtered views of the proposed development from the rear of their houses and their rear and side gardens, depending on the orientation of the property and its windows, and the positioning of any existing screening. People living in the terraced cottages along Higher lane have open views over the site.

The altered view is likely to be significantly different and could include both the edge of the new development and encompass much of the width of the development. The screening afforded by the existing trees, and the length of the gardens will assist in reducing the magnitude of the likely effects, though there is also potential for the long views over the landscape to the north to be lost due to intervening development on the edge of the sandstone ridge. Significant effects are predicted.

Opportunities: There is potential for the design of the edge of the development to positively contribute to the character by reflecting the scale of local development, including use of local materials and landscaping that reflects the well-treed and leafy nature of Lymm and its wider settlement. It is recommended that the retention of some of these distant and far-reaching views is a key objective of any future masterplan.

Photograph 3a – View of the boundary and rear gardens of properties on the A56 Higher Lane, that border the south of the site.

Photograph 3b – View of the field boundary adjacent to properties on the A56 Higher Lane, that border the south of the site.

Photograph 3c – View along the A56 Higher Lane, with the southern boundary of the site to the left and terraced cottages to the left.

Appendix A: Appraisal of Potential Visual Effects

Potential effects are described in the following text by reference to a location and receptor groups likely to be affected by the operational phase of the proposed development. A summary of the schedule of the locations considered as part of the appraisal, and the likely significance of effects is given below. Refer to Figure 4 for the locations.

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3	A56/Higher Lane	Residents	High	Large	Yes
4	B5159 Burford Lane	Residents	High	Small/Medium	Yes (Potential for significant effects)
5	Visitors to Spud Wood	Pedestrians	Medium	Negligible	No
6	Lymm High School and Oughtrington Cricket Club	Staff and pupils and users of the sports facilities	Medium	Small/medium	Yes (Potential for significant effects)
7	Oughtrington Lane	Residents	High	Large	Yes

LOCATION 4

Visitors to Spud Wood (north of the site)

The sensitivity of residents of the B5159 who overlook the eastern edge of the site is considered high.

At present, views to the west in the direction of the site are over agricultural land bordered by hedges and hedgerow trees, with middle views potentially capturing the nearby woodland and belts of trees. The landform rises as it approaches the background of the view. The houses at Oughtrington Lane are visible in the distance as are some of the neighbouring properties on Burford Lane. The Burford Lane houses are generally located approximately 250-400m from the site, some with rear gardens overlooking the site, and some (to the east of the road) with principal views from their front gardens facing the site. Pockets of existing vegetation (including mature trees on garden boundaries) could assist in partially screening the site from some of the properties, although views would be more open in winter when leaves have fallen.

Occupiers of properties would have a combination of open and/or filtered and/or obscured views, depending on the orientation of the property and its windows, and the positioning of any existing screening.

The altered view is likely to be significantly different and could include both the eastern edge of the new development and encompass some two thirds of the width of the development. The screening afforded by the existing trees on garden boundaries, and the intervening strips of woodland and mature trees near the site, plus the distance of a few hundred metres from the site will assist in reducing the magnitude of the likely effects. Potentially significant effects could, however, occur, subject to the extent of screening and the nature and scale of the development.

Opportunities: There is potential for the design of the edge of the development to positively contribute to the character by reflecting the scale of local development, including use of local materials and landscaping that reflects the well-treed and leafy nature of Lymm and its wider settlement. The proposed extension of the woodland at Helsdale Wood and Newhey's Plantation to the south would provide an even stronger and more durable wooded eastern boundary to the site and limit/ obscure views of the site from Burford Lane.

Photograph 4a – View of the site from the B5159 Burford Lane.

Photograph 4b – View of the site from the B5159 Burford Lane. The rear elevations and gardens of houses along Oughtrington Lane are visible.

Photograph 4c – View of the B5159 Burford Lane looking east from the site.

Appendix A: Appraisal of Potential Visual Effects

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3	A56/Higher Lane	Residents	High	Large	Yes
4	B5159 Burford Lane	Residents	High	Small/Medium	Yes (Potential for significant effects)
5	Visitors to Spud Wood	Pedestrians	Medium	Negligible	No
6	Lymm High School and Oughtrington Cricket Club	Staff and pupils and users of the sports facilities	Medium	Small/medium	Yes (Potential for significant effects)
7	Oughtrington Lane	Residents	High	Large	Yes

LOCATION 5

Visitors to Spud Wood (north of the site)

The sensitivity of people using the footpaths and woodland is considered medium.

The footpath in Spud Wood is connected into the wider footpath network, and originates in the car park north of the Bridgewater Canal. The site is largely contained by the woodland as are subsequent views. Photograph 5a is representative of the transient and glimpsed view experienced by people using the footpath, and is taken from the car park adjacent to the canal. Photograph 5b shows the view of Spud Wood from the north of the site, and illustrates the screening provided by the woodland in views towards Oughtrington, the Bridgewater Canal and Spud Wood.

The foreground and middle distance views of the woodland prevent longer views over the rising landscape to the south.

The view would remain unaltered and the site and development would remain unseen. Significant effects are considered to be unlikely.

Photograph 5a – View from the car park at Spud Wood in the general direction of the site.

Photograph 5b – View from the north of the site in the general direction of Spud Wood, the Bridgewater Canal and Oughtrington (not visible).

Appendix A: Appraisal of Potential Visual Effects

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5	Visitors to Spud Wood	Pedestrians	Medium	Negligible	No
6	Lymm High School and Oughtrington Cricket Club	Staff and pupils and users of the sports facilities	Medium	Small/medium	Yes (Potential for significant effects)
7	Oughtrington Lane	Residents	High	Large	Yes

LOCATION 6

Staff, pupils and visitors to Lymm High School and the cricket club (northwest of the site)

The sensitivity of people using the school and cricket club is considered medium.

At present, views from the school and cricket ground in the direction of the site are over agricultural land and are filtered by the intervening border, which features hedges, large mature hedgerow trees, and occasional scattered mature trees within the school grounds. Photograph 6 is representative of the view experienced from the school grounds near the cricket club.

Receptors would have filtered views overlooking the proposed development, with the development visible on the ridge of the escarpment, potentially sky-lined, and covering much of the space between the woodland at Helsdale Wood and Newhey's Plantation, and the school boundary.

The altered view is likely to be significantly different from the rural view experienced at present, and would include the northern and some of the western edge of the new development. The screening afforded by the existing trees on the school's boundaries, plus the distance from the site will assist in reducing the magnitude of the likely effects. In addition, the school has broad panoramic views and the proposed development will only feature in views to the southwest. Potentially significant effects could occur, subject to the extent of screening and the nature and scale of the development.

Opportunities: There is potential for the design of the edge of the development to positively contribute to the character by reflecting the scale of local development, including use of local materials and landscaping that reflects the well-treed and leafy nature of Lymm and its wider settlement. The proposed extension of the woodland at Helsdale Wood and Newhey's Plantation to the south would provide an even stronger and more durable wooded eastern boundary to the site and provide a backdrop to the development in views from the west. Proposals for a sports area/pitch facilities to the north of the site on the edge of the sandstone escarpment, would assist in providing an open and usable area on the northern boundary of the site, from which long views to the north would be afforded, positively contributing to the visual experience in the altered landscape.

Photograph 6a – Lymm High School boundary viewed from centre of the site, with filtered views between the buildings, grounds and the site due to the presence of mature trees.

Photograph 6a – Lymm High School and cricket ground boundary viewed from the northern edge of the school grounds, adjacent to the public footpath. Views towards the northern edge of the development site are filtered by mature trees on the school boundary.

Appendix A: Appraisal of Potential Visual Effects

Potential effects are described in the following text by reference to a location and receptor groups likely to be affected by the operational phase of the proposed development. A summary of the schedule of the locations considered as part of the appraisal, and the likely significance of effects is given below. Refer to Figure 4 for the locations.

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5	Visitors to Spud Wood	Pedestrians	Medium	Negligible	No
6	Lymm High School and Oughtrington Cricket Club	Staff and pupils and users of the sports facilities	Medium	Small/medium	Yes (Potential for significant effects)
7	Oughtrington Lane	Residents	High	Large	Yes

LOCATION 7

Residents along Oughtrington Lane bordering the site

The sensitivity of residents of Oughtrington Lane who border the western edge of the site is considered high.

At present, views are over agricultural land gradually reducing in elevation to the north and east towards the edge of the sandstone escarpment away from the viewer. Hedgerow trees border the fields, with middle views capturing the nearby woodland, and background views featuring the far-reaching views to the east. A trident 132kV overhead line set on wood poles is visible from this boundary, and cuts across the view from Wildersmoor House to Burford Lane. Photographs are representative of the garden boundaries and the long views to the east.

The gardens to the rear of the properties are quite long and are bordered by a mixture of hedges, smaller scale shrubs and some mature deciduous trees. This assists in partially screening the site from the properties, although views will be more extensive in winter when leaves have fallen.

Receptors could have both open and filtered views of the site from the rear of their houses, and their rear and side gardens, depending on the orientation of the property and its windows, and the positioning of any existing screening.

The altered view is likely to be significantly different and could include both the edge of the new development and encompass much of the width of the development. The screening afforded by the existing trees, and the length of the gardens could assist in reducing the magnitude of the likely effects, though there is also potential for the long views over the landscape to the east to be lost due to intervening development on the edge of the sandstone ridge. Whilst the change is significant to the rear of these properties, the altered view would not be out of character with views on the edge of the settlement. Significant effects are predicted.

There is potential for the design of the edge of the development to positively contribute to the character by reflecting the scale of local development, including use of local materials and landscaping that reflects the well-treed and leafy nature of Lymm and its wider settlement. The proposed extension of the woodland at Helsdale Wood and Newhey's Plantation to the south would provide an even stronger and more durable wooded eastern boundary to the site and provide a backdrop to the development in views from the west.

Photograph 7a – View from the centre of the site towards the rear of properties along Oughtrington Lane.

Photograph 7b – View from the rear of the properties along Oughtrington Lane towards the centre of the site, with Newhey's Plantation visible in the centre of the view, and long views to the east present to the right of the view.

THE ENVIRONMENT PARTNERSHIP

HIGHER LANE

LYMM

ECOLOGY OVERVIEW

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DRAWINGS

G6096.001 – Ecological Constraints and Opportunities Plan

1.0 Introduction

1.1 TEP was commissioned by Damian Girvin, Marie Wronko and Ian Pimlott in November 2016 to undertake a search of existing ecological information and an ecological walkover of a parcel of land in Lymm. The purpose is to identify potential ecological constraints and opportunities in relation to developing the site for housing.

1.2 An ecological walkover was carried out in November 2016 by Lynsey Crellin MCIEEM (FISC Level 5). Desktop searches for historic biological records and previous ecology surveys were undertaken. These provide a preliminary assessment of the areas of high, medium and low ecological constraint.

1.3 This document summarises the findings of the work. It should be read in conjunction with the Ecological Constraints and Opportunities Plan (Drawing Number G6096.001).

2.0 Overview

2.1 The site comprises arable land and pasture, with species-poor intact hedgerow field boundaries. There is a block of mature broad-leaved plantation woodland adjacent to the land to the north-east.

2.2 Full results of the desktop survey, including maps of designated sites, are found in Appendix A.

Designated Sites

2.3 There are no nationally or internationally designated wildlife sites within 2km of the site boundary.

2.4 There are two Local Wildlife Sites (LWS) within 1km of the site boundary. Helsdale Wood and Newheys Plantation LWS is directly adjacent to the north-eastern site boundary. The eastern boundary of Lymm Dam Complex LWS lies approximately 950m to the west of the site.

2.5 The proposed development site is within the Impact Risk Zone (IRZ) for Woolston Eyes Site of Special Scientific Interest (SSSI), located approximately 2.8km to the east. IRZs highlight the potential for effects on a SSSI if certain types of development are planned within a specified radius of it. The land use type of the proposed development is residential and does not fall within the IRZ criteria for possible effects on the SSSI.

Habitats

2.6 The two fields in the centre and south of the site are occupied by semi-improved pasture grassland with some lower lying marshy areas (Area A). This grassland appeared to have low botanical diversity.

2.7 The northern part of the site is occupied by an arable field (Area B); this area is of low ecological value.

2.8 Species-poor intact hedgerows form certain field boundaries across the land (Area C). Hedgerows are covered by Section 41 of the NERC Act.

2.9 There are a number of mature trees on and adjacent to the site, which are predominantly associated with field boundaries. Area D is a corridor of mature trees along the south-eastern boundary, dominated by English oak *Quercus robur*. Some of these have the potential to provide roosting habitat for bats.

2.10 The block of woodland adjacent to the north-eastern boundary of the site is designated as 'Helsdale Wood and Newheys Plantation' LWS. There is also a smaller block of deciduous woodland just off the south-eastern site boundary in the grounds of a private residential property. Lowland mixed deciduous woodland is listed on Section 41 of the NERC Act and woodland is a Local Biodiversity Action Plan (LBAP) habitat.

2.11 Ordnance survey maps show a pond on the south-eastern site boundary however this appears to have been dry for some time.

Fauna

2.12 No conclusive badger signs were found during the walkover, however an exhaustive search, particularly of offsite areas was outside the scope of this commission. The woodland, hedgerows and pasture provide foraging and possible sett-construction habitat for this species and there are badger records within 1km of the site. Nevertheless, there is no development constraint in respect of badgers.

2.13 The two ponds in 'Helsdale Wood and Newheys Plantation' LWS (100m and 150m east of the site boundary) provide potential breeding habitat for amphibians, and there is an abundance of foraging habitat across the land. Ordnance Survey maps also show a pond on the south-eastern site boundary (this appeared to have been dry for some time) and one in the garden of the adjacent residential property to the east. Ordnance survey maps and aerial photography does not appear to show any further ponds within 250m. There are no great crested newt or common toad records within 1km, however as there are three ponds within 250m it is likely that amphibian surveys will be required prior to development.

2.14 Should great crested newts be discovered in off-site ponds, it would be feasible to ensure that any proposed development of the land included aquatic and terrestrial habitats that benefitted great crested newts. In short, this is not a constraint on development.

2.15 A number of records were returned for Birds of Conservation Concern (BoCC) within 1km of the land, including bullfinch, dunnock, house sparrow, mallard, black-headed gull, house martin, swallow, starling, song thrush and swift. There are no records from within the site boundary. The bird records do not pose any constraint on the principle of development of the site.

2.16 A number of bat records have been returned within 1km of the boundary, including common and soprano pipistrelle, brown long-eared and noctule bat. None were recorded from within the site boundary or within 250m. A number of the trees across the land have the potential to provide roosting opportunities for bats, and the woodland edge, mature trees and hedgerows provide foraging and commuting habitat. As it is feasible, and desirable to retain mature trees within a carefully-masterplanned development, there are no constraints arising from the possible use of trees by bats for roosting. It is normal good practice for new developments to include bat box provision in a proportion of new buildings, and such a measure would enhance bat roosting opportunities.

2.17 Similarly, a masterplanned development would enable retention or re-creation of hedgerow/woodland corridors enabling bat foraging activity to continue.

2.18 Hedgehog has been recorded within 1km. The habitats on the land offer some potential for this S41 species. It is likely that hedgehog occasionally uses the land, however it is not considered that development at the site would have a detrimental impact upon the local hedgehog population provided best practice measures for this species are incorporated into the proposals.

2.19 No reptile records were returned within 2km of the boundary and the land does not hold high potential for reptiles.

Other Issues

2.20 Non-native invasive species Rhododendron *Rhododendron ponticum* is abundant throughout Helsdale Wood and Newheys Plantation LWS.

Conclusions

2.21 TEP's preliminary assessment indicates that there are no overriding ecological constraints which preclude sustainable development of the land, and this would include creation of new habitats as part of a masterplanned development. The land has been divided up into areas of high, medium, and low constraint and further information is provided below. This should be reviewed in conjunction with the Ecological Constraints and Opportunities Plan (Map Number G6096.001).

3.0 Areas of High Constraint

3.1 The block of mature plantation adjacent to the site boundary ('Helsdale Wood and Newheys Plantation' LWS) provides valuable habitat for a range of species and should be retained and appropriately protected with a habitat buffer. It is recommended that this buffer is at least 20m from the boundary, thus allowing 15m beyond canopy. The lighting scheme adjacent to the woodland should be carefully planned to avoid spillage of light onto tree canopies (this can affect bat roosting and foraging).

4.0 Areas of Medium Constraint

4.1 Area C - All hedgerows are considered as s41 habitat, and should be retained if possible. However, the internal hedgerows on this site are species-poor and if their removal is required to implement a carefully-masterplanned development, it would be feasible to create replacement hedgerows and woodland belts of greater diversity as part of the site's landscape framework. Protection methods and habitat buffers should be implemented along any hedgerows that are retained in situ.

4.2 Area D - Where tree removal is proposed this will require detailed ecological and arboricultural assessment, including an impact mitigation plan to ensure the habitat corridors throughout the land are maintained and any bat tree roosts are protected or mitigated for.

5.0 Areas of Low Constraint

5.1 Area A - Grassland removal should be mitigated for through the maintenance of grassy swales along roads and boundaries.

5.2 Area B - The extensive areas of arable are recommended as a priority area for hard end use development.

6.0 Opportunities

6.1 The ecological features of the land and its boundaries can be used as the framework for a green infrastructure, allowing the design of an attractive new development which protects and enhances biodiversity.

6.2 The clients have commissioned an illustrative masterplan which demonstrates how the land could be developed. It is shown below.

Figure 1: Higher Lane, Illustrative Masterplan

6.3 The following opportunities are highlighted:

1. There is the potential for areas of land to be retained as public open space, or public rights of way, improving the overall amenity value of the development.
2. The existing internal hedgerows act as stepping stone corridors. Where possible these should be retained and reinforced through native planting. However in the context of a carefully-masterplanned development, the removal and replacement of these hedgerows by new native-species hedges or woodland belts in other areas of the site maintains the stepping-stone function currently provided by the internal hedges;
3. New wildlife corridors could be created, linking 'Helsdale Wood and Newheys Plantation' LWS to habitats to the south;

4. The existing site perimeter hedgerow field boundaries could be strengthened through native planting;
5. Grassy swales could be maintained along roadways and boundaries. These could also function as a Sustainable Drainage System (SUDS).
6. There is the opportunity to create new ponds, creating new habitats for aquatic wildlife and contributing to the sustainable drainage of the land;
7. Biodiversity should be incorporated into the new development, both in terms of architecture and garden/open space design.
8. There is the potential to carry out habitat improvement works in the woodland associated with 'Helsdale Wood and Newheys Plantation' LWS through the management of the non- native invasive species *Rhododendron ponticum*. This shrub is currently dominating the understorey of the woodland in certain places and excluding native species.

APPENDIX A: Desktop Study

Desk Based Ecology Assessment
Higher Lane,
Lymm

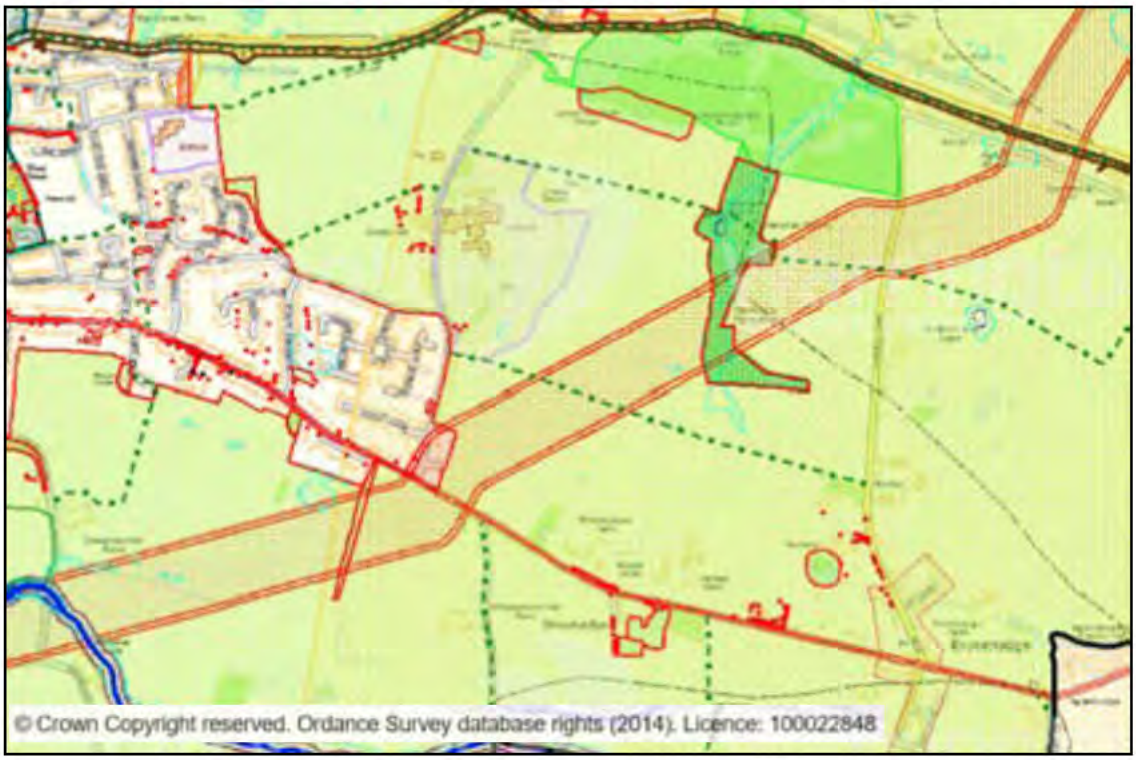
Approximate Central Grid Reference: SJ 69749 86622

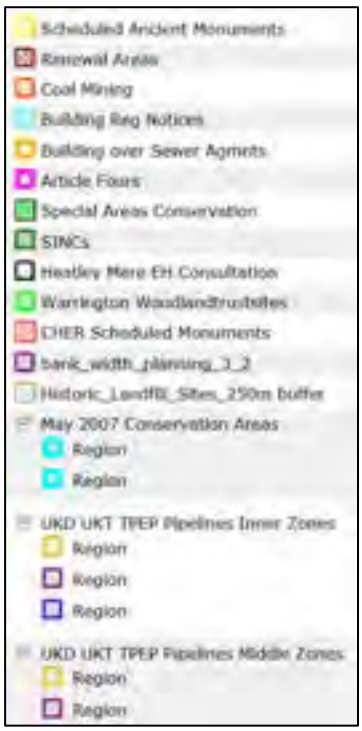
Contents

- **Site location plan**
- **Extract from local plan**
- **Extracts of relevant planning policies**
- **Local site designations**
- **Local species records**
- **National site designations**
- **Habitat inventory records**

Site Location Plan

Extract of Warrington Borough Council Local Plan Core Strategy (adopted July 2014) and supporting key




Scheduled Ancient Monuments
Renewal Areas
Coal Mining
Building Reg Notices
Building over Sewer Agmnts
Article Fours
Special Areas Conservation
SINCs
Heatley Mere EH Consultation
Warrington Woodlandtrustsites
CHER Scheduled Monuments
bank_width_planning_3_2
Historic_Landfill_Sites_250m buffer
May 2007 Conservation Areas
Region
Region
UKD UKT TPEP Pipelines Inner Zones
Region
Region
Region
UKD UKT TPEP Pipelines Middle Zones
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Region


Region
UKD UKT TPEP Pipelines Outer Zones
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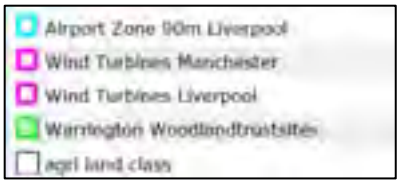
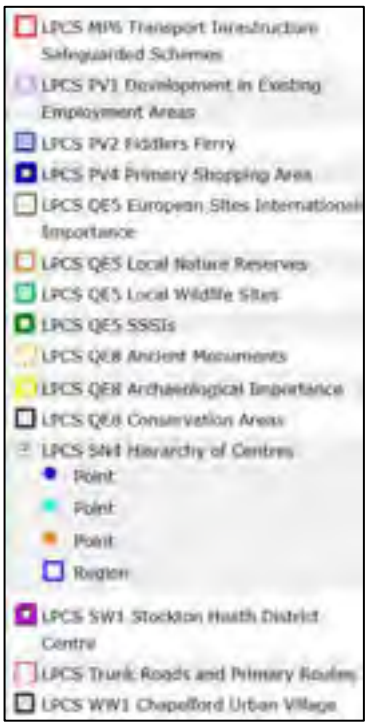
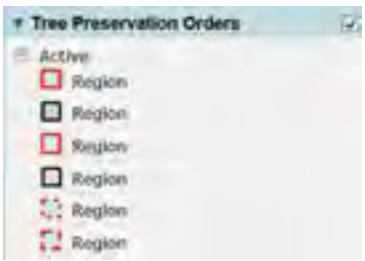
Sbs8 Buffers June 06
New Transco Sept06_UKT Transco Buffers
New Transco Sept06_UKT HSE Buffers
New Transco Sept06_UKD Transco Buffers
New Transco Sept06_UKD HSE Buffers
New TPEP pipeline Jan06 Buffers
Ineos hydrogenalpelise Jan06 Buffers
Hazardous Installation Zone Buffers May09
Region
Region
CoalRefertoArea
Coal Consultation
Bird Age Manchester
Bird Age Liverpool
Airport Zone 90m Manchester


Airport Zone 90m Liverpool
Wind Turbines Manchester
Wind Turbines Liverpool
Warrington Woodlandtrustsites
agri land class


Local Plan Core Strategy
LPCS Area Boundaries
LPCS CC1 Inset and Green Belt Settlements
Region
Region
LPCS CC3 Walton Hall Estate
LPCS CS5 GSS Green Belt
LPCS CS5 Overall Spatial Strategy Green Belt
LPCS CS6 Strategic Green Links
LPCS CS7 Strategic Location The Town Centre
LPCS CS8 Strategic Proposal Omega and Lingley Mere
LPCS CS9 Strategic Location Inner Warrington
LPCS CS11 Strategic Opportunity Port Warrington
LPCS IW2 Victoria Park
LPCS MP3 Active Travel Greenway Network
LPCS MP6 Transport Infrastructure Safeguarded Schemes


LPCS MP6 Transport Infrastructure Safeguarded Schemes
LPCS PV1 Development in Existing Employment Areas
LPCS PV2 Fiddlers Ferry
LPCS PV4 Primary Shopping Area
LPCS QE5 European Sites International Importance
LPCS QE5 Local Nature Reserves
LPCS QE5 Local Wildlife Sites
LPCS QE5 SSSIs
LPCS QE8 Ancient Monuments
LPCS QE8 Archaeological Importance
LPCS QE8 Conservation Areas
LPCS SW1 Hierarchy of Centres
Point
Point
Point
Region
LPCS SW1 Stockton Heath District Centre
LPCS Trunk Roads and Primary Routes
LPCS WW1 Chapelford Urban Village


Tree Preservation Orders
Active
Region
Region
Region
Region
Region
Region

Extracts of relevant planning policies and supplementary planning guidance

Policy QE 5

Biodiversity and Geodiversity

The Council will work with partners to protect and where possible enhance sites of recognised nature and geological value. These efforts will be guided by the principles set out in National Planning Policy and those which underpin the strategic approach to the care and management of the borough's Green Infrastructure in its widest sense.

Sites and areas recognised for their nature and geological value are shown on the Policies Map and include:

- European Sites of International Importance
- Sites of Special Scientific Interest
- Regionally Important Geological Sites
- Local Nature Reserves
- Local Wildlife Sites
- Wildlife Corridors

The specific sites covered by the above designations at the time of publication are detailed in Appendix 3.

Proposals for development which may affect **European Sites of International Importance** will be subject to the most rigorous examination in accordance with the Habitats Directive. Development or land use change not directly connected with or necessary to the management of the site and which is likely to have significant effects on the site (either individually or in combination with other plans or projects) and which would affect the integrity of the site, will not be permitted unless the Council is satisfied that;

- there is no alternative solution; and
- there are imperative reasons of over-riding public interest for the development or land use change.

Proposals for development in or likely to affect **Sites of Special Scientific Interest (SSSI)** will be subject to special scrutiny. Where such development may have an adverse effect, directly or indirectly, on the SSSI it will not be permitted unless the reasons for the development clearly outweigh the nature conservation value of the site itself and the national policy to safeguard the national network of such sites.

Proposals for development likely to have an adverse effect on **regionally and locally designated sites** will not be permitted unless it can be clearly demonstrated that there are reasons for the development which outweigh the need to safeguard the substantive nature conservation value of the site or feature.

Proposals for development which may adversely affect the integrity or continuity of **UK Key habitats or other habitats of local importance**, or adversely affect **EU Protected Species, UK Priority Species or other species of local importance**, or which are the subject of **Local Biodiversity Action Plans** will only be permitted if it can be shown that the reasons for the development clearly outweigh the need to retain the habitats or species affected and that mitigating measures can be provided which would reinstate the habitats or provide equally viable alternative refuge sites for the species affected.

All development proposals affecting protected sites, wildlife corridors, key habitats or priority species (as identified in Local Biodiversity Action Plans) should be accompanied by information proportionate to their nature conservation value including;

- a site survey where necessary to identify features of nature and geological conservation importance; an assessment of the likely impacts of the proposed development proposals for the protection and management of features identified for retention;
- an assessment of whether the reasons for the development clearly outweigh the nature conservation value of the site, area or species; and
- proposals for compensating for features damaged or destroyed during the development process

Where development is permitted, the Council will consider the use of conditions or planning obligations to ensure the protection and enhancement of the site's nature conservation interest and/or to provide appropriate compensatory measures.

Policy QE 6

Environment and Amenity Protection

The Council, in consultation with other Agencies, will only support development which would not lead to an adverse impact on the environment or amenity of future occupiers or those currently occupying adjoining or nearby properties, or does not have an unacceptable impact on the surrounding area. The Council will take into consideration the following:

- The integrity and continuity of tidal and fluvial flood defences;
- The quality of water bodies, including canals, rivers, ponds and lakes;
- Groundwater resources in terms of their quantity, quality and the ecological features they support;
- Land quality;
- Air quality;
- Noise and vibration levels and times when such disturbances are likely to occur;
- Levels of light pollution and impacts on the night sky;
- Levels of odours, fumes, dust, litter accumulation and refuse collection / storage.
- The need to respect the living conditions of existing neighbouring residential occupiers and future occupiers of new housing schemes in relation to overlooking/loss of privacy, outlook, sunlight, daylight, overshadowing, noise and disturbance;
- The effect and timing of traffic movement to, from and within the site and car parking including impacts on highway safety;
- The ability and the effect of using permitted development rights to change use within the same Use Class (as set out in the in the Town and Country Planning (General Permitted Development Order) without the need to obtain planning consent.

Proposals may be required to submit detailed assessments in relation to any of the above criteria to the Council for approval.

Where development is permitted which may have an impact on such considerations, the Council will consider the use of conditions or planning obligations to ensure any appropriate mitigation or compensatory measures are secured.

Development proposals on land that is (or is suspected to be) affected by contamination or ground instability or has a sensitive end use must include an assessment of the extent of the issues and any possible risks. Development will only be permitted where the land is, or is made, suitable for the proposed use.

Additional guidance to support the implementation of this policy is provided in the Design and Construction and Environmental Protection Supplementary Planning Documents.

17 The Countryside and its Constituent Settlements

Vision - In 2027....

There is a secure, long-term Green Belt and the countryside is sustainable and attractive with a thriving rural economy and communities. Farm diversification is supported by a positive approach to development management. Improved access, amenities and visitor attractions are encouraging more people to enjoy the countryside but not at the expense of its character, tranquillity and biodiversity.

The continued protection of the Green Belt has ensured that settlements, including the larger ones of Lymm and Culcheth, have not encroached onto open countryside. Development that has taken place within settlements has consolidated their built form and is to a high standard of design that respects the local character. Important open spaces have been protected and settlement centres continue to offer a good range of shops and services to the local community.

Walton Hall Estate is a quality local and sub-regional visitor destination making the most of its countryside location and value as a heritage asset.

Port Warrington has contributed to taking freight off the Strategic and Primary Road Networks onto the canals and railways.

Fiddlers Ferry Power Station continues to be an important source of employment and is a key component of the strategic infrastructure of the wider sub-region.

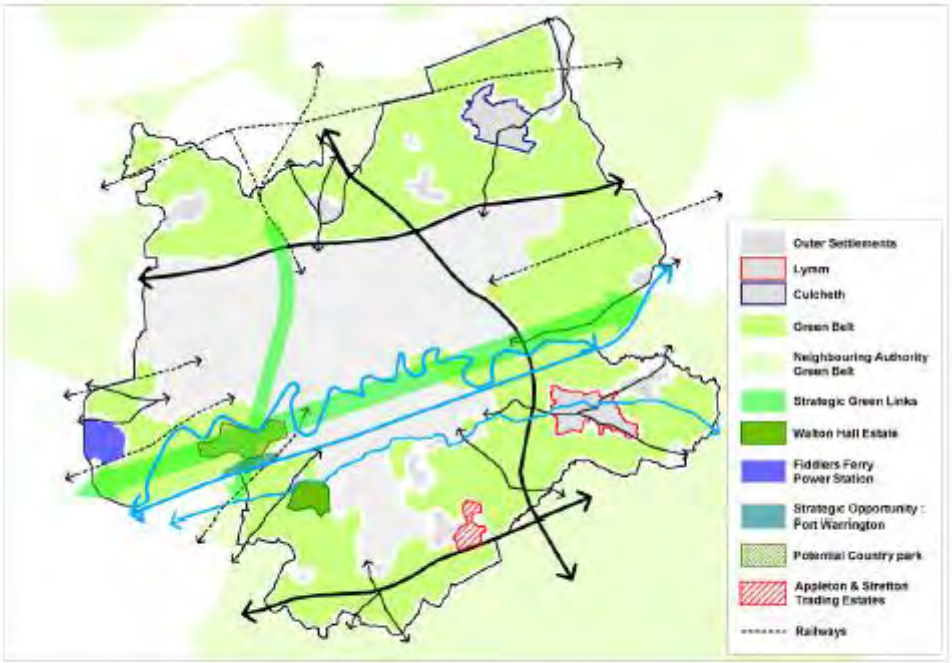


Figure 17.1 Countryside and Constituent Settlements

Policy CC 1

Inset and Green Belt Settlements

The following settlements are Inset (that is excluded) from the Green Belt:

Appleton Thorn	Grappenhall Heys
Burtonwood	Hollins Green
Croft	Lymm
Culcheth	Oughtrington
Glazebury	Winwick

Within these settlements new build development, conversions and redevelopment proposals will be allowed providing they comply with national planning policy and are sustainable in terms of Policy CS1.

The following are Green Belt settlements (that is washed over) within the Green Belt:

Broomedge	Heatley/Heatley Heath
Collins Green	Higher Walton
Cuerdley Cross	Mee Brow/Fowley Common
Glazebrook	New Lane End
Grappenhall Village	Stretton
Hatton	Weaste Lane

Within these settlements development proposals will be subject to Green Belt policies set out in national planning policy. New build development may be appropriate where it can be demonstrated that the proposal constitutes limited infill development of an appropriate scale, design and character in that it constitutes a small break between existing development which has more affinity with the built form of the settlement as opposed to the openness of the Green Belt; unless the break contributes to the character of the settlement.

The boundaries of Inset and Green Belt villages are shown on the Policies Map.

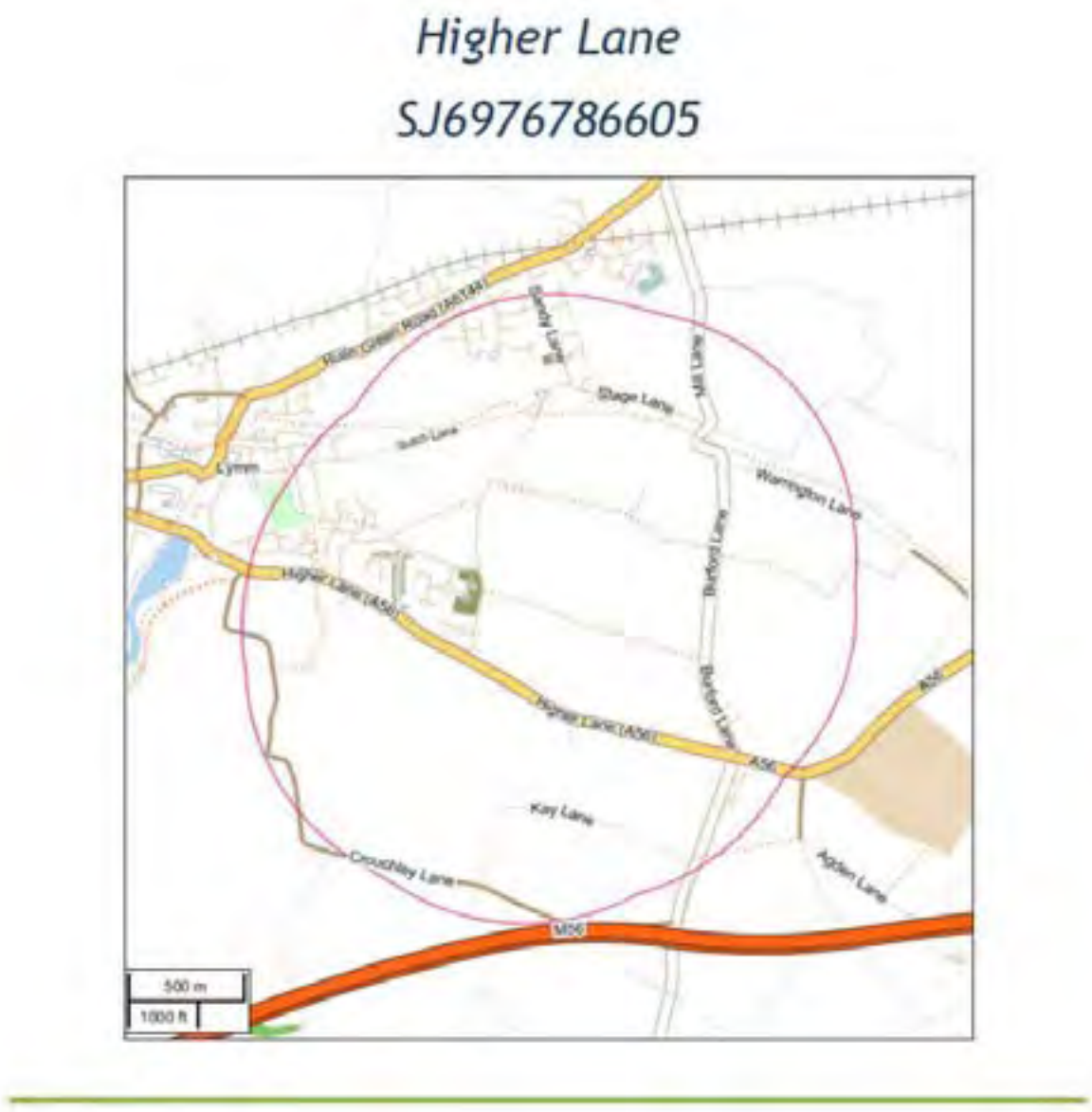
Policy CC 2

Protecting the Countryside

Development proposals in the countryside which accord with Green Belt policies set out in national planning policy will be supported provided that;

- the detailed siting and design of the development relates satisfactorily to its rural setting, in terms of its scale, layout and use of materials;
- they respect local landscape character, both in terms of immediate impact, or from distant views;
- unobtrusive provision can be made for any associated servicing and parking facilities or plant, equipment and storage;
- they relate to local enterprise and farm diversification; and
- it can be demonstrated that there would be no detrimental impact on agricultural interests.

Map provided by RECORD of site designations within 1km



Site Boundary Report

Local Sites

Local Wildlife Sites

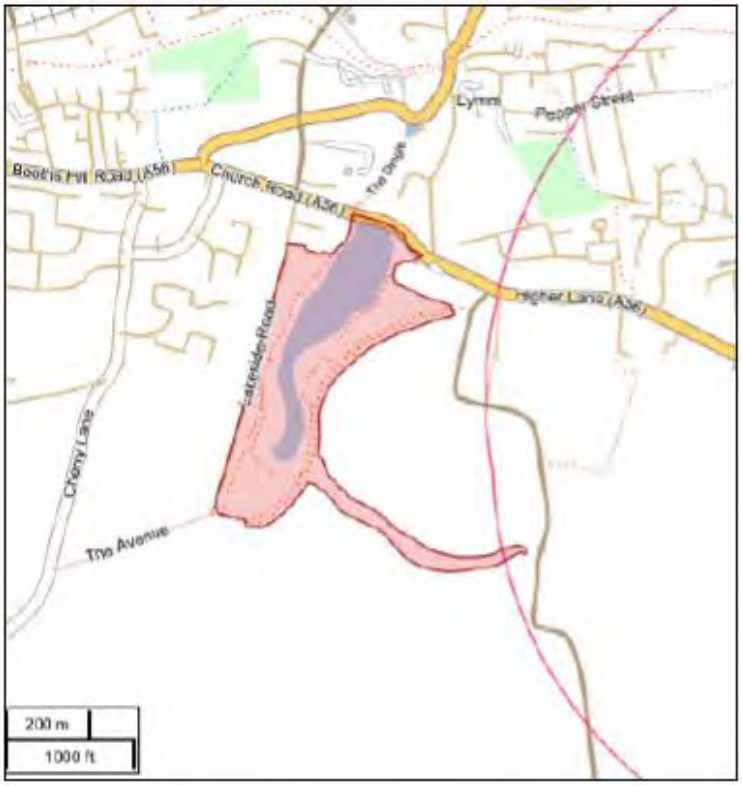
Helsdale Wood and Newhey's Plantation / WA015

Map

Site name	Helsdale Wood and Newhey's Plantation
Site code	WA015
Authority	Warrington Local Wildlife Sites Partnership
Site centroid	SJ7012686883

Lymm Dam Complex / WA020

Map



Site name	Lymm Dam Complex
Site code	WA020
Authority	Warrington Local Wildlife Sites Partnership
Site centroid	SJ6814986497

Regionally Important Geodiversity Sites

There are no Cheshire Regionally Important Geodiversity Sites within this search area

Statutory Sites

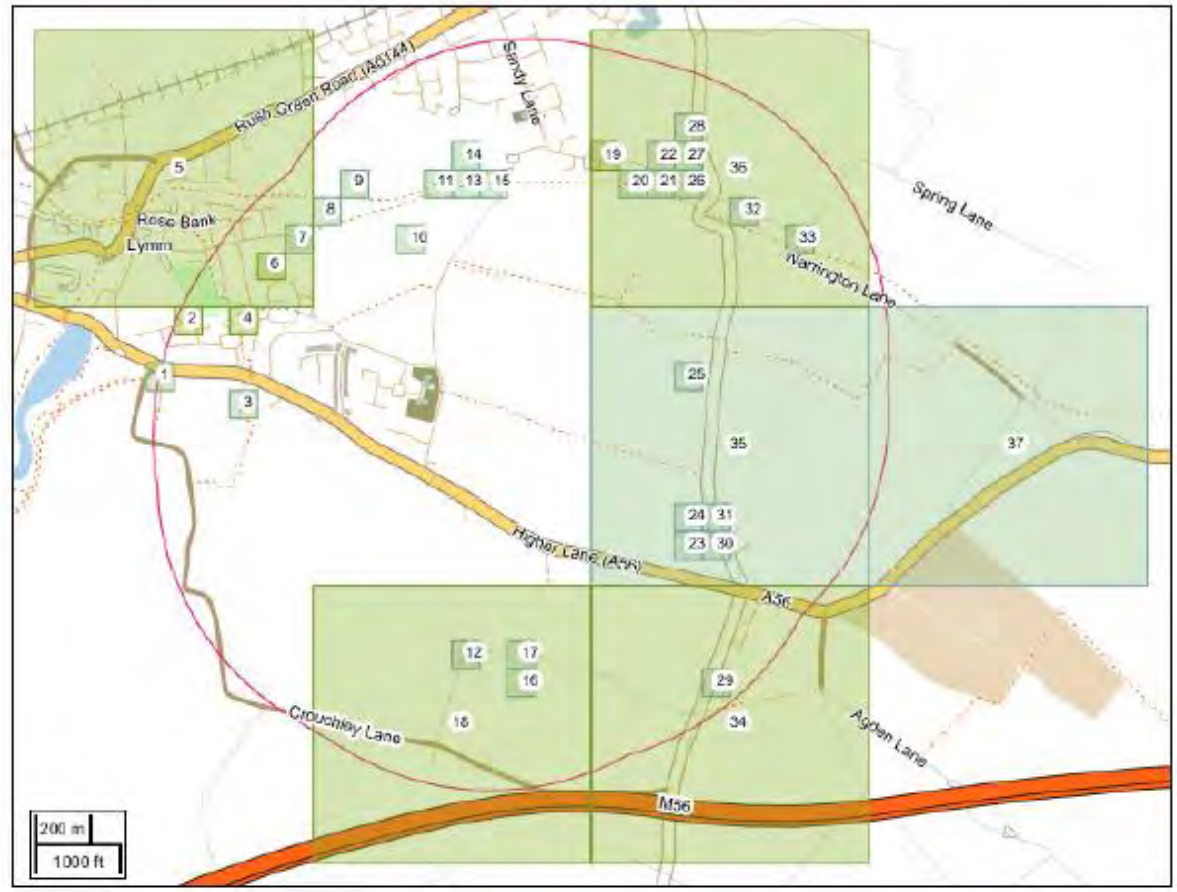
There are no Statutory Sites within this search area.

Other Sites of Conservation Interest

There are no Other Sites of Conservation Interest within this search area.

Extract of species data provided by RECORD within 1km

Map



Species Summary Report

Species Grid Id Summary Report

AMPHIBIAN

Taxon name	Grid ref. id
Common Frog	37 (2009)

BIRD

Taxon name	Grid ref. id
Bullfinch	2 (2009)
Dunnock	19 (2009)
House Sparrow	19 (2009)
Mallard	23 (2007), 24 (2007)
Black-headed Gull	10 (2014), 25 (2014)
House Martin	37 (2013)
Swallow	37 (2013)
Starling	3 (2005), 6 (2009), 21 (2007)
Song Thrush	19 (2009)
Swift	4 (2012)

FLOWERING PLANT

Taxon name	Grid ref. id
Black Poplar	12 (2006)
Japanese Knotweed	7 (2008), 11 (2008), 35 (2005)
Large-flowered Hemp-nettle	27 (2013)
Indian Balsam	9 (2008), 22 (2013), 23 (2007), 24 (2007), 30 (2007)
Turkey Oak	35 (2005)

MOSS

Taxon name	Grid ref. id
Freiberg's Screw-moss	8 (2008), 13 (2008), 14 (2008), 15 (2008), 20 (2008), 32 (2008), 33 (2008)

TERRESTRIAL MAMMAL

Taxon name	Grid ref. id
Bat	18 (2007)
Daubenton's Bat	36 (2012)

Common Pipistrelle	16 (2014), 17 (2014), 24 (2013), 36 (2007)
Brown Long-eared Bat	24 (2013)
Eurasian Badger	26 (2011), 28 (2013), 29 (2014)
Noctule Bat	24 (2013), 35 (2007)
Soprano Pipistrelle	24 (2013), 31 (2013), 36 (2007)
Unidentified Bat	24 (2013), 31 (2013)
Pipistrelle Bat species	31 (2013), 34 (2007)
West European Hedgehog	1 (2015), 5 (2005)
Pipistrelle	17 (2014), 31 (2013)

MAGIC Map 1km search zone for designated wildlife sites - Map

MAGIC Map 1km search zone for designated wildlife sites - Report

No sites found

MAGIC Map search for SSSI Impact Risk Zones for site only

SSSI Impact Risk Zones – to assess planning applications for likely impacts on SSSIs/SACs/SPAs & Ramsar sites (England)

1. DOES PLANNING PROPOSAL FALL INTO ONE OR MORE OF THE CATEGORIES BELOW?
2. IF YES, CHECK THE CORRESPONDING DESCRIPTION(S) BELOW. LPA SHOULD CONSULT NATURAL ENGLAND ON LIKELY RISKS FROM THE FOLLOWING:
All Planning Applications
Infrastructure
Airports, helipads and other aviation proposals.
Wind & Solar Energy
Minerals, Oil & Gas
Oil & gas exploration/extraction.
Rural Non Residential
Residential
Rural Residential
Air Pollution
Any industrial/agricultural development that could cause AIR POLLUTION (incl: industrial processes, pig & poultry units, slurry lagoons > 750m³ & manure stores > 3500t).
Combustion
General combustion processes >50MW energy input. Incl: energy from waste incineration, other incineration, landfill gas generation plant, pyrolysis/gasification, anaerobic digestion, sewage treatment works, other incineration/ combustion.
Waste
Composting
Discharges
Any discharge of water or liquid waste that is more than 20m³/day. The water needs to either be discharged to ground (ie to seep away) or to surface water, such as a beck or stream. Discharges to mains sewer are excluded.
Water Supply
GUIDANCE – How to use the Impact Risk Zones
/Metadata_for_magic/SSSI IRZ User Guidance MAGIC.pdf
1. DOES PLANNING PROPOSAL FALL INTO ONE OR MORE OF THE CATEGORIES BELOW?
2. IF YES, CHECK THE CORRESPONDING DESCRIPTION(S) BELOW. LPA SHOULD CONSULT NATURAL ENGLAND ON LIKELY RISKS FROM THE FOLLOWING:
All Planning Applications
Infrastructure
Airports, helipads and other aviation proposals.
Wind & Solar Energy
Minerals, Oil & Gas
Planning applications for quarries, including: new proposals, Review of Minerals Permissions (ROMP), extensions, variations to conditions etc. Oil & gas exploration/extraction.
Rural Non Residential
Residential
Rural Residential
Air Pollution
Any industrial/agricultural development that could cause AIR POLLUTION (incl: industrial processes, pig & poultry units, slurry lagoons > 750m³ & manure stores > 3500t).
Combustion
General combustion processes >50MW energy input. Incl: energy from waste incineration, other incineration, landfill gas generation plant, pyrolysis/gasification, anaerobic digestion, sewage treatment works, other incineration/ combustion.
Waste
Composting
Discharges
Any discharge of water or liquid waste that is more than 5m³/day. The water needs to either be discharged to ground (ie to seep away) or to surface water, such as a beck or stream. Discharges to mains sewer are excluded.
Water Supply
GUIDANCE – How to use the Impact Risk Zones
/Metadata_for_magic/SSSI IRZ User Guidance MAGIC.pdf

MAGIC Map 1km search zone for habitat inventory data

DRAWINGS

G6096.001 – Ecological Constraints and Opportunities Plan

KEY

- Core Nature Area
- Broadleaved woodland
- Mixed mainly broadleaved woodland
- Mixed mainly conifer woodland
- Assumed woodland
- Young trees

Habitat Areas

- Area A
- Area B
- Stepping Stone Corridors

Site Map

Rev	Description	Drawn	Approved	Date

TEP THE ENVIRONMENT PARTNERSHIP

Genesis Centre, Birchwood Science Park, Warrington WA3 7BH
Tel 01925 844004 e-mail tep@tep.uk.com www.tep.uk.com

Project
Higher Lane, Lymm

Title
Ecological Constraints and Opportunities Plan

Drawing Number
G6096.001

Drawn	Checked	Approved	Scale	Date
CM	LAC	LAC	1:6,000 @ A3	25/11/2016

THE ENVIRONMENT PARTNERSHIP

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TR12 7BW

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SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS

ACCESS APPRAISAL

Date: 5th December 2016

Project: Proposed 400 Residential Unit Development at Land at Higher Lane, Lymm

1. INTRODUCTION

1.1 This Access Appraisal (AA) has been prepared to consider traffic and transport matters relating to the proposed allocation for a residential-led mixed use scheme comprising a mix of uses including up to 400 dwellings, a care home/extra care facility alongside other community and ancillary uses. The site is located on land to the east of Oughtrington Lane and north of Higher Lane, Lymm. The development site boundary is shown in **appendix a**. The site is being promoted by Damian Girvin, Marie Wronko and Ian Pimlott (the clients).

1.2 The illustrative layout for the scheme is shown in **appendix b**, which shows the vehicular accesses from the development onto the A56 Higher Lane, with pedestrian access from the site via new routes onto Oughtrington Lane to the west and Higher Lane to the south. These links will provide connectivity from the development to the west towards Lymm village centre. Opportunities to improve access to the nearby Lymm High School have also been considered as part of the development access strategy. This AA provides commentary on the access strategy for the site.

1.3 To undertake a thorough assessment of traffic and transport matters associated with the proposed development a site visit was undertaken on the 9th November 2016. The site visit has assisted in shaping the vehicular access strategy to the site, as well as considering accessibility by sustainable modes of travel, such as walking, cycling and by public transport.

1.4 This AA provides a review of:

- the development site location
- existing traffic and transport conditions in the vicinity of the site
- relevant national and local policy guidance pertaining to the development proposals
- its compliance (in accessibility terms) with industry standard walk and cycle distances to local facilities
- the ability to deliver an appropriate pedestrian, cycle and vehicular access to serve the development
- any other traffic and transport matters relevant to the development proposals

1.5 The findings from this AA confirm that the development proposals will not have a material impact (in traffic and transport terms) on the surrounding highway network, and the site is appropriately located on the edge of an existing village settlement for end occupiers to travel sustainably to a range of local facilities. The development impact will not be ‘severe’, the test taken from the National Planning Policy Framework.

2. SITE LOCATION & EXISTING HIGHWAY CONDITIONS

2.1 The proposed allocation site is located on the eastern side of Lymm, immediately to the north of Higher Lane. Higher Lane forms part of the publically adopted highway and is designated as an ‘A’ classification road, This route links the A556 to the east with residential areas to the south of Warrington to the west. Higher Lane is subject to a 30mph speed limit along the majority of the southern site frontage, increasing to 40mph at a point circa 50m from the south-eastern corner of the site. Higher Lane benefits from standard street lighting and standard width pedestrian footways are provided along this route.

2.2 The site benefits from being located close on the existing edge of the settlement boundary. To the west the site is bounded by Oughtrington Lane, a 5.0m wide local access route that provides access to the eastern residential areas of Lymm, as well as the local educational facilities at Lymm High School. This section of the adopted highway also provides direct pedestrian and vehicular access to residential properties on both its eastern and western sides. Oughtrington lane has a 20mph speed limit and has a continuous footway on the western side of the carriageway. Standard street lighting is present along this route. Oughtrington Lane also benefits from a 7.5t vehicle weight restriction. Oughtrington Lane has no parking or waiting restrictions on the southern section of the carriageway.

2.3 At its southern end Oughtrington Lane joins the A56 Higher Lane via a simple priority junction. The 20mph speed limit changes to 30mph at this point, with the footway on the western side of the carriageway connecting with the footway on the northern side of Higher Lane. At this junction pram kerbs and tactile paving are provided to assist pedestrians crossing the minor arm of the junction. In line with the guidance contained in Manual for Streets visibility splays of 2.4m x 43m can be achieved in both the leading and trailing traffic directions.

2.4 At this junction the carriageway of Higher Lane is 7.5m wide. Higher Lane is not subject to any parking or waiting restrictions. The Oughtrington Lane/Higher Lane junction layout is shown in **photo 2.1.**

Photo 2.1: Oughtrington Lane/A56 Higher Lane Junction Layout

2.5 As shown in **photo 2.1** Higher Lane already provides pedestrian, cycle and vehicular access to a number of residential properties either via private driveways or residential streets with priority junction arrangements. The pattern of residential access points is established all along Higher Lane from the draft allocation site westwards towards Lymm village.

2.6 Returning to the site frontage on Higher Lane this section of Higher Lane benefits from a 7.5m wide carriageway and a continuous standard width footway on the northern (site side) of the carriageway. On the southern side of Higher Lane, opposite the site frontage is a row of terraced properties which have direct pedestrian access onto a footway on the southern side of the

carriageway. This footway routes westwards towards Lymm village, past the westbound bus stop and shelter on the southern side of the carriageway.

2.7 On the northern (site side) of the carriageway there is an additional eastbound bus stop and shelter. Further commentary on existing bus services routing via these stops is provided later in this AA.

2.8 The site location and local highway network is shown on **plan 1**.

2.9 To consider the appropriateness of Higher Lane and Oughtrington Lane as development access routes which could provide pedestrian, cycle and vehicular access to the residential development proposals a review of existing traffic conditions, volumes, speeds and personal injury collision data has been collated. Commentary on each data set is provided below.

Traffic Volumes and 85th Percentile Vehicle Speeds

2.10 To assess the volume and speed of traffic on Higher Lane a seven-day Automatic Traffic Counter (ATC) was installed between Thursday 17th and Wednesday 23rd November 2016. A summary of the average and 85th percentile vehicle speeds are provided in **table 2.1**, with the full survey data provided in **appendix c**.

Direction	Higher Lane (Westbound)	Higher Lane (Eastbound)
Average Vehicle Speeds	36.3 mph	36.8 mph
85th Percentile Vehicle Speeds	42.9 mph	42.7 mph

Table 2.1: 2016 Higher Lane 85th Percentile Vehicle Speeds

2.11 **Table 2.1** confirms that the average and 85th percentile vehicle speeds in both the eastbound and westbound directions were recorded as being in excess of the 30mph speed limit along this route. Whilst no reductions have been applied to either the average or 85th percentile vehicle speeds to reflect wet weather vehicle speeds the survey data does confirm that motorists are travelling in excess of the 30mph speed limit past the site frontage.

2.12 With the 40mph to 30mph speed limit change occurring circa 50m from the south-eastern corner of the development site it is to be expected that motorists will continue to decelerate at the speed limit change into the 30mph zone. Consideration of the existing 85th percentile speeds has been accounted for as part of the proposed vehicular access strategy for the site, which is discussed later in this AA.

2.13 Turning to the volume of traffic that currently uses Higher Lane the ATC data confirms that this is a strategic route which accommodates circa 800 two-way movements in the AM and PM peak periods. A summary of the existing traffic flow (by direction) for neutral weekdays is provided in **table 2.2.**

Survey Day	AM Peak (0800 – 0900)			PM Peak (1700 – 1800)		
	Westbound	Eastbound	Total	Westbound	Eastbound	Total
Thursday 17th November	224	486	709	587	286	873
Tuesday 22nd November	244	531	775	484	315	799
Wednesday 23rd November	257	517	773	508	284	792
Average	242	511	753	526	295	821

Table 2.2: 2016 Higher Lane Traffic Volumes (PCUs)

2.14 **Table 2.2** confirms that Higher Lane currently accommodates an average of 753 and 821 vehicles in the AM and PM peak periods respectively. With this route already providing direct pedestrian and vehicular access to residential properties, as well as a number of residential streets to the north and south of this corridor the principle of providing vehicular access to development is already established.

2.15 As part of this access appraisal work the existing traffic volumes and speeds have been given due consideration when arriving at the most appropriate access arrangement for the site.

Personal Injury Collision Data

2.16 A review of the Crashmap database has been undertaken in the vicinity of the site, to ascertain whether there are any historic patterns that might affect the access strategy to the site. An extract from the Crashmap website is provided below, showing the Personal Injury Collision (PIC) data for the years 2011 to the end of 2015 inclusive.

2.17 The PIC extract shown in **figure 2.1** confirms that there have been only two reported collisions on Higher Lane during this time period. Both collisions occurred more than 100m from the development site boundary. It is noted that there have been no reported collisions in the last five years at the Oughtrington Lane/Higher Lane junction or at any location along the development site frontage on Higher Lane. Nor have there been any reported collisions along the southern section of Oughtrington Lane to the west of the site.

2.18 A summary of the two reported collisions is provided below in **table 2.3**.

PIC Location	Reference	Date and Time	Conditions	Severity	Description
Higher Lane (130m west of Oughtrington Lane/Higher Lane Priority Junction)	2012072289551	08/10/2012 @ 0950 hours	Fine without high winds Road surface – dry	Slight	Collison between two private cars – V1 travelling along A56 collides with V2 parked on carriageway
Higher Lane (300m east of south-eastern site boundary)	2012070197517	15/07/2012 @ 1123 hours	Fine without high winds Road surface – dry	Serious	Collison between two private cars – V1 travelling along A56 collides with V2 parked on carriageway (noted that V2 was parked to pick up pupil from local school)

Table 2.2: Personal Injury Collision Review 2011 to 2015 Inclusive

Figure 2.1: Extract from Crashmap Website (2010 to 2014 PIC Data)

2.19 The PIC collision reports is provided in **appendix d**.

2.20 Whilst all collisions are regrettable the two PIC collisions, which took place four years ago, both related to collisions between moving and stationary vehicles on the A56. A site review of both collision locations confirms that these took place in a location away from any junctions or side roads. Both collisions occurred in locations where there are no material changes in horizontal or vertical alignment of the carriageway, or any reductions in forward visibility.

2.21 Based on the findings from the PIC data there is no location 'hotspot', pattern or causation of collisions either on Oughtrington Lane or Higher Lane adjacent to the site.

School-Related Traffic on Oughtrington Lane

2.22 The site visit and review of the Lymm High School Travel Plan (which was prepared in 2008) has shown that the existing volume of school-related traffic does impact on the performance, to the detriment of highway safety along this route.

2.23 The combination of a 5m wide carriageway, high pedestrian footfall at the start and end of the school day and buses/coaches attempting to pass on this route has been previously identified by the school. As identified in Manual for Streets a 5.5m wide carriageway is an appropriate width for two service vehicles/buses/coaches to pass. With the carriageway of Oughtrington Lane narrowing to 5m in places, coupled with a single continuous footway on the western side of the carriageway when large vehicles attempt to pass one another invariably the northbound vehicle mounts the footway. Evidence of this existing issue traffic issue has been recorded in photographs as part of an access review in October/November 2016. This information is provided in **appendix e**.

2.24 In a location where there is high pedestrian footfall at the start and end of the school day this existing situation is unsuitable. This existing situation is borne out in the 2008 Travel Plan where parents, pupils and staff members made the following comments:

"The traffic build up around the school gates at peak times is worrying – buses, parents, pupils, cars and members of staff all mixed up"

"Traffic around the school prevents my son cycling to school"

"Lack of footpaths around the school site"

"Wider pavements"

"Bus drivers mounting the pavements"

"Narrow pavements around the school put pupils in danger from bus/car mirrors"

"Oughtrington Lane is too narrow"

"A new road needs to be built for just Lymm High School Traffic"

2.25 Lymm High School's 2008 Travel Plan (section 3) details 'Current Issues and Problems' as including:

"Congestion on Oughtrington Lane and within school ground has increased"

"Narrow footpaths on Oughtrington Lane causing danger to pupils as pedestrians"

"There have been a number of incidents over the last few years of pupils being hit by bus wing mirrors"

2.26 Section 5b of Lymm High School's 2008 Travel Plan confirms that the school's Governors have always supported actions to address or alleviate traffic highway problems.

2.27 In response to these existing traffic conditions consideration has been given to delivering an access strategy for the site that has the opportunity to deliver improvements for all highway users on Oughtrington Lane, as well as improved access for pedestrian in the vicinity of the site. The access strategy for the development has been prepared to ensure that no development-related traffic utilises Oughtrington Lane, and buses/coaches to Lymm High School have an alternative route to access the education facility. Further commentary on the public transport access proposals for the school are provided later in this document.

3. SUSTAINABLE ACCESS

3.1 As mentioned earlier in this AA the proposed development site is located on the eastern edge of the settlement boundary for Lymm. As such the site is considered to be well located for access on foot and by cycle to existing local facilities. With two-thirds of all journeys in the UK being under five miles it is the shorter distance trips where the biggest opportunities exist for people to make sustainable travel choices and to make a real difference to their environment.

3.2 The DfT document 'Creating Growth, Cutting Carbon', states that walking offers the greatest potential for replacing short car trips, particularly for journeys under 2km. The IHT document, 'Guidelines for Providing for Journeys on Foot' and DfT documents 'Creating Growth, Cutting Carbon' and 'PPG13 – Best Practice Guidance', provide further details of accepted walking distances. With regard to appropriate cycling distances 5km is an accepted travel distance.

3.3 A summary of local facilities within appropriate walking and cycling distances is provided in **table 3.1** and shown on **plan 2.** With the site being located circa 1.5km from the village centre table 3.1 confirms there are a range of facilities within accepted walking and cycling travel distances that end occupiers of the proposed development could access without reliance on the private car.

3.4 **Plan 3** shows 2km walk and 5km isochrones from the development site.

Higher Lane Amenities/ Services	Location/ Address	From Southern Vehicular Access (km)	From Western Pedestrian Access (km)	Wa k Time from Southern Vehicular Access (mins)	Walk Time from Western Pedestrian Access (mins)
Recreation & Leisure Facilities					
Lymm Rugby Football Club	Crouchley Lane, WA13 0AS	1.47	1.48	18.4	18.5
Lymm Lawn Tennis	11 Brookfield Rlad, WA13 0PX	1.86	1.87	23.3	23.4
Spud Wood	Off Burford Lane, WA13 0SL	2.13	0.90	26.6	11.3
Ridgeway Grundry Memorial Park	Off Booth's Hill Road, WA13 0DL	2.07	2.08	25.9	26.0
Lymm Youth & Community Centre	Bridgewater Street, WA13 0AB	1.99	2.00	24.9	25.0
Meadow View Fisheries	WhitbarrorwRoad, WA13 9BA	2.80	2.81	35.0	35.1
St Mary's Church & Hall	46 Rectory Lane, WA13 0AL	1.39	1.40	17.4	17.5
Children's Play Ground	White Clover Square, WA13 0LH	0.77	0.42	9.6	5.3
Lymm Baptist Church	Higher Lane, WA13 0AZ	0.97	0.98	12.1	12.3
Jolly Thresher Public House	229 Higher Lane, WA13 0RN	1.02	1.34	12.8	16.8
The Wheatsheaf Public House	269 Higher Lane, WA13 0TR	1.37	1.38	17.1	17.3
The Church Green Restaurant	Higher Lane, WA13 0AP	1.33	1.34	16.6	16.8
Maple Lodge Scout and Guide Centre	May Queen Field Drive, WA13 0JG	1.89	1.90	23.6	23.8
Lymm Library	Davies Way, WA13 0QW	2.10	2.11	26.3	26.4
Lymm Village Hall	Pepper Street, WA13 0JB	1.82	1.83	22.8	22.9
Education					
Primary School – Ravenbrook Community	Pepper Street, WA13 0JT	1.57	1.58	19.6	19.8
Primary School – Oughtrington Community	Howard Avenue, WA13 0RN	1.55	1.22	19.4	15.3
Primary School - Cherry Tree	Hardy Road, WA13 0NX	2.51	2.52	32.4	31.5
Secondary - Lymm	Oughtrington Lane, WA13 0RB	0.67	0.35	8.4	4.4

Retail					
Local Convenience – Costcutter/Post Office/ATM	286 Higher Lane, WA13 0RW	1.06	1.39	13.3	17.4
Local Convenience – Premier Store	49 Higher Lane, WA13 0BA	0.92	0.93	11.5	1.6
Local Services					
Lymm Post Office	2 The Cross, WA13 0HA	1.87	1.88	23.4	23.5
Brookfield Doctor Surgery	Whitbarrow Road, WA13 9DB	2.17	2.18	27.1	27.3
Dental Care with Jill Cooper	152 Rush Green Road, WA13 9QW	2.70	2.14	33.8	26.8
Shell Garage	Higher Lane, WA13 0BA	0.98	0.99	12.3	12.4
Public Transport					
Nearest Bus Stop	Broomedge, opp Oughtrington Lane	0.09	0.25	1.1	3.1
Nearest Bus Stop	Broomedge, nr. Oughtrington Lane	0.07	0.27	0.9	3.4

Table 3.1: Local Facilities within Walking and Cycling Distances from the Site (Walk Distances and Times)

3.5 Turning to access by public transport the IHT document 'Planning for Public Transport in Development' states that 400m is the *desirable* maximum walking distance to local bus services, equating to a walking time of 5 minutes.

3.6 **Plan 2** shows the location of the nearest bus stops on Higher Lane. Both stops are less than 100m from the proposed pedestrian access on the southern boundary to the development site. The stops are well within the recommended 400m walk distance from the site. A summary of the bus service which is within an appropriate walk distance from the site is provided in **table 3.2**.

Service	Operator	First Weekday Bus	Average Weekday Daytime Frequency	Last Weekday Bus	Route
37	Network Warrington	1052	1 bus per hour	1452	Altrincham - Little Bollington - Lymm - Grappenhall - Stockton Heath - Warrington

Table 3.2: 2016 Bus Services

3.7 **Table 3.2** confirms that there is an existing bus service that routes close to the the application site. However this bus operates on a limited frequency and whilst the existing service would provide end occupiers of the development some opportunity to travel by bus it is recommended that as part of any sustainable access strategy a residential development at the site could make appropriate contributions to improve the service frequency and start/end times for the 37 bus service.

3.8 Whilst the nearest mainline rail station is at Glazebrook, some 7km from the application site and outside of the recognised cycle catchment, this still offers end occupiers of the proposed development the opportunity to 'rail head' by car for longer distance trips to leisure and

employment destinations such as Liverpool and Manchester. A summary of the rail services from Glazebrook Station is provided in **table 3.3**.

Rail Station	Service Destination	First Weekday Service	Average Weekday Daytime Frequency	Last Weekday Service	Route
Glazebrook	Liverpool Lime Street	0645	1 train per hour	2350	Glazebrook - Birchwood - Padgate - Widnes - Hough Green - Liverpool South Parkway - West Allerton - Mossley Hill - Liverpool Lime Street
Glazebrook	Manchester Oxford Road	0613	1 train per hour	2350	Glazebrook - Irlam - Flixton - Chassen Road - Urmston - Deansgate - Manchester Oxford Road

Table 3.3: 2016 Rail Services from Glazebrook Station

3.9 **Table 3.3** confirms that Glazebrook Station provides good access to a range of employment and leisure destinations to Liverpool and Manchester. The ability to 'rail head' to this destination for longer distance trips is considered to further strengthen the sustainable credentials of the site.

3.10 Based on this review the application site is shown to be located on the edge of an existing settlement within walking and cycling distances of a range of local facilities. This confirms that the residential development proposals are in line with the requirements of the National Planning Policy Framework (NPPF).

4. DEVELOPMENT PROPOSALS & ACCESS STRATEGY

4.1 The development proposals are for a residential-led mixed use scheme comprising a mix of uses including up to 400 dwellings, a care home/extra care facility alongside other community and ancillary uses, as shown in **appendix b**. The development will be accessed from two new pedestrian accesses on the western boundary of the site on Oughtrington Lane. A new vehicular access is proposed onto Higher Lane.

4.2 As part of the access strategy a new pedestrian link is proposed in the south-western corner of the site, to connect into the existing northern footway on Higher Lane. New pedestrian footways will also be provided as part of the new vehicular access to the development site from Higher Lane. All the proposed pedestrian access points will provide safe, direct access for all end occupiers of the proposed development.

4.3 With regard to the vehicular access from Higher Lane this has been designed to incorporate:

- A 6m wide adoptable carriageway
- 6 metre junction radii
- 2.4m x 120m visibility splays

4.4 As mentioned earlier in this AA the development access strategy has been prepared to improve access to and from Lymm High School by buses and coaches. With the existing traffic conditions on Oughtrington Lane being hampered by these large vehicles using this route (which is already subject to a 7.5t weight limit) the access strategy has been developed to allow access for school-related bus/coach access via a new ghosted right turn priority junction onto Higher Lane. A General Arrangement (GA) drawing showing the proposed vehicular access to the site is provided in **appendix f**.

4.5 The junction has been positioned to provide a circa 20m separation distance between the existing lane on the southern side of Higher Lane and the proposed development access. As part of the access works a right turn pocket has been incorporated into the junction design to allow traffic turning into the aforementioned lane to wait clear eastbound traffic on the A56. The proposed new vehicular access is located 200m east of the existing Oughtrington Lane/Higher Lane priority junction.

4.6 Based on the findings from the seven day ATC the junction visibility splays have been calculated using the advice contained in TD 42/95 (Geometric design of Major/Minor Priority Junctions), which states that for a road where the design speed is 70kph (43.496mph) a visibility splay 'y' distance dimension of 120m should be provided. With the speed survey data confirming that all the 85th percentile vehicle speeds are lower than the 43.496 mph design speed on Birchgrove Road it is considered appropriate to use this 'y' distance visibility splay dimension.

4.7 These visibility splays are shown on the General Arrangement (GA) drawing presented in **appendix f**. The visibility splays can be delivered across land either controlled by the applicant or the publically adopted highway.

4.8 This section of the AA confirms that the proposed access arrangement onto Higher Lane have been designed in accordance with best practice advice, and deliver appropriate access arrangements for the scale of development proposed.

Impact Assessment

4.9 The TRICS database has been interrogated to source vehicle trips associated with a 400-unit residential development. The care home and other ancillary uses will not generate significant volumes of traffic onto the highway network in the peak periods. The TRICS output, which is considered to be a 'worst case' assessment of development traffic is provided in **appendix g.**

4.10 **Table 4.1** provides a summary of vehicle trips from the proposed development.

Vehicle Trip Rate (per unit)	In	Out	Total	In	Out	Total
AM	0.14	0.391	0.531	56	156	212
PM	0.351	0.185	0.536	140	74	214

Table 4.1: 400 Unit Development Trip Rates

4.11 **Table 4.1** confirms that the proposed 400-unit residential development is predicted to generate 212 and 214 vehicle movements in the AM and PM peak periods respectively.

4.12 To assess the impact of the development traffic at the proposed ghosted right turn priority junction on Higher Lane the junction has been modelled using PICADY for both the AM and PM peak periods. A summary of the PICADY junction outputs is provided in **appendix h.**

Modelled Period	Ratio of Flow to Capacity	Start Queue	End Queue	Mean Arriving Vehicle Delay (min)
AM				
Link B-AC (Dev Site to Higher Lane)	0.393	0.63	0.64	0.23
Link C-AB (Higher Lane East to Higher Lane West & Dev Site)	0.037	0.04	0.04	0.12
PM				
Link B-AC (Dev Site to Higher Lane)	0.213	0.27	0.27	0.20
Link C-AB (Higher Lane East to Higher Lane West & Dev Site)	0.168	0.21	0.21	0.12

Table 4.2: AM & PM Peak PICADY Modelling Outputs

4.13 **Table 4.2** confirms that the proposed ghosted priority junction onto Higher Lane will operate well within accepted capacity thresholds and will have no material effect on the free-flow of traffic along this route. In addition, the ability to design an access strategy that facilitates access to a new bus/coach drop-off/pick up facility for Lymm High School will reduce the impact of these larger vehicles on Oughtrington Lane. This will help address the highway safety matters raised in the school's 2008 Travel Plan.

4.14 The findings in this section of the AA confirm that new ghosted right turn priority junction access onto Higher Lane is appropriate and deliverable for the scale of development proposed. The proposed vehicular access is shown to be located where there is no historic pattern of collisions, and in a location where appropriate visibility splays can be delivered within land the applicant controls or the public highway.

4.15 The access strategy will also benefit all users of Oughtrington Lane, by alleviating the existing highway safety and congestion issues associated with bus/coach access generated by the school on this route.

5. CONCLUSIONS

5.1 This Access Appraisal has been prepared to consider traffic and transport matters relating to the proposed allocation of land to the east of Oughtrington Lane and north of Higher Lane, Lymm.

5.2 This technical document confirms that the development site is located on the edge of an established urban settlement and within easy walking and cycling distances to a range of local facilities. The site is also located close to an existing bus service which operates on an hourly frequency. Opportunities to improve this existing bus service are identified in this document, and would be considered as part of the detailed sustainable access strategy for the site.

5.3 For those end occupiers making employment and leisure-related trips towards Liverpool and Manchester, Glazebrook rail station offers an opportunity to 'rail head' for longer distance trips as opposed to using the private car.

5.4 With respect to vehicular access to the development a new ghosted right turn priority junction is proposed onto Higher Lane. This junction arrangement is compatible with existing junction arrangements along the A56, and has been designed to provide appropriate visibility splays in line with the recorded vehicle speeds on this route and DMRB guidance.

5.5 The proposed vehicular access has also been designed to accommodate service, refuse and coach/bus movements associated with the nearby Lymm High School to access a new coach/bus drop off area. The new priority junction has been designed to an adoptable standard, with 2.4m x 120m visibility splays.

5.6 An assessment has been made of existing traffic conditions (both in terms of vehicle speeds and traffic volume) on Higher Lane and Oughtrington Lane. This survey data has informed the access strategy for the site, and confirms that Higher Lane accommodates 753 and 821 vehicles in the AM and PM peak periods respectively.

5.7 The TRICS data confirms that a 400-unit residential development will generate 212 and 214 vehicle movements in the AM and PM peak respectively. The PICADY junction modelling presented in this AA confirms that the proposed access arrangements from Higher Lane will operate well within accepted capacity thresholds in both the AM and PM peak periods. The additional traffic generated by the proposed development will have no material impact on the performance of Higher Lane.

5.8 In addition, following the review of Oughtrington Lane and its inability to accommodate bus/coach traffic associated with Lymm High School the opportunity to bring this traffic through the proposed development site has been considered. The masterplan layout shows that a new dedicated bus/coach drop-off/pick up area could be delivered and accessed through the site.

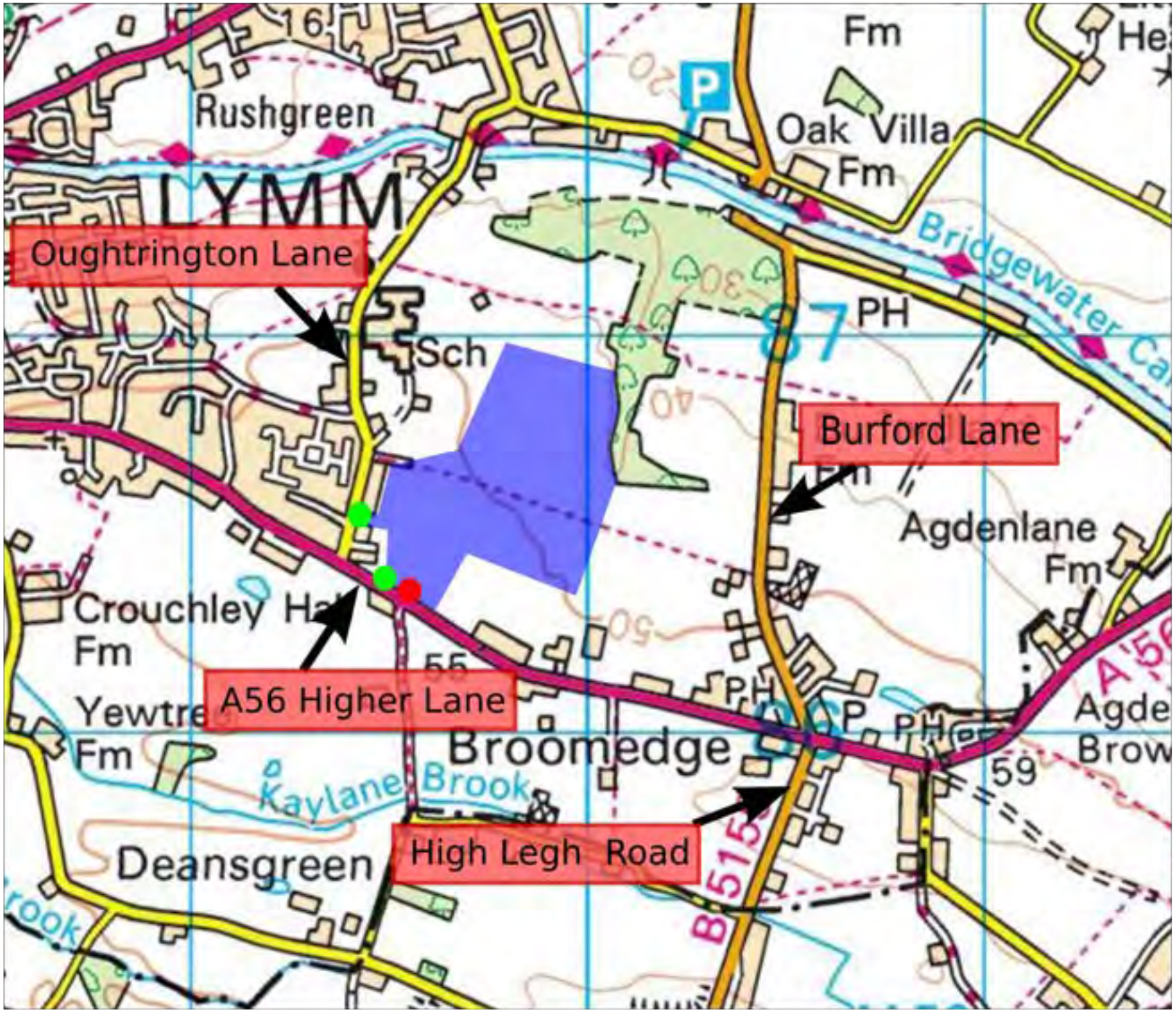
5.9 The development access design has been shown to be able to accommodate bus/coach access, and this strategy will deliver a material improvement to all existing road users (including

pedestrians, motorists and residents living along this route). The delivery of a new vehicular access for this school-related traffic also supports the existing 7.5t weight restriction along Oughtrington Lane, and will reduce the number of large vehicles using this route which currently encroach onto the footways when meeting opposing traffic on this 5m carriageway route.

5.10 To conclude this AA demonstrates that in traffic and transport terms the development is sustainably located on the edge of an existing urban settlement. Traffic generated by the proposed development has been shown to be safely accommodated through the proposed new vehicular access onto Higher Lane and will have no material impact on the surrounding highway network. Accordingly the impact of the proposed development is shown not to be 'severe', the test taken from the National Planning Policy Framework.

5.11 Based on the above there are no traffic or transport reasons why the development site should not be allocated for residential development as part of the Local Plan review.

PLANS



smarter transport solutions.

Key

- Development Site
- Vehicular Access
- Pedestrian/Cycle Access

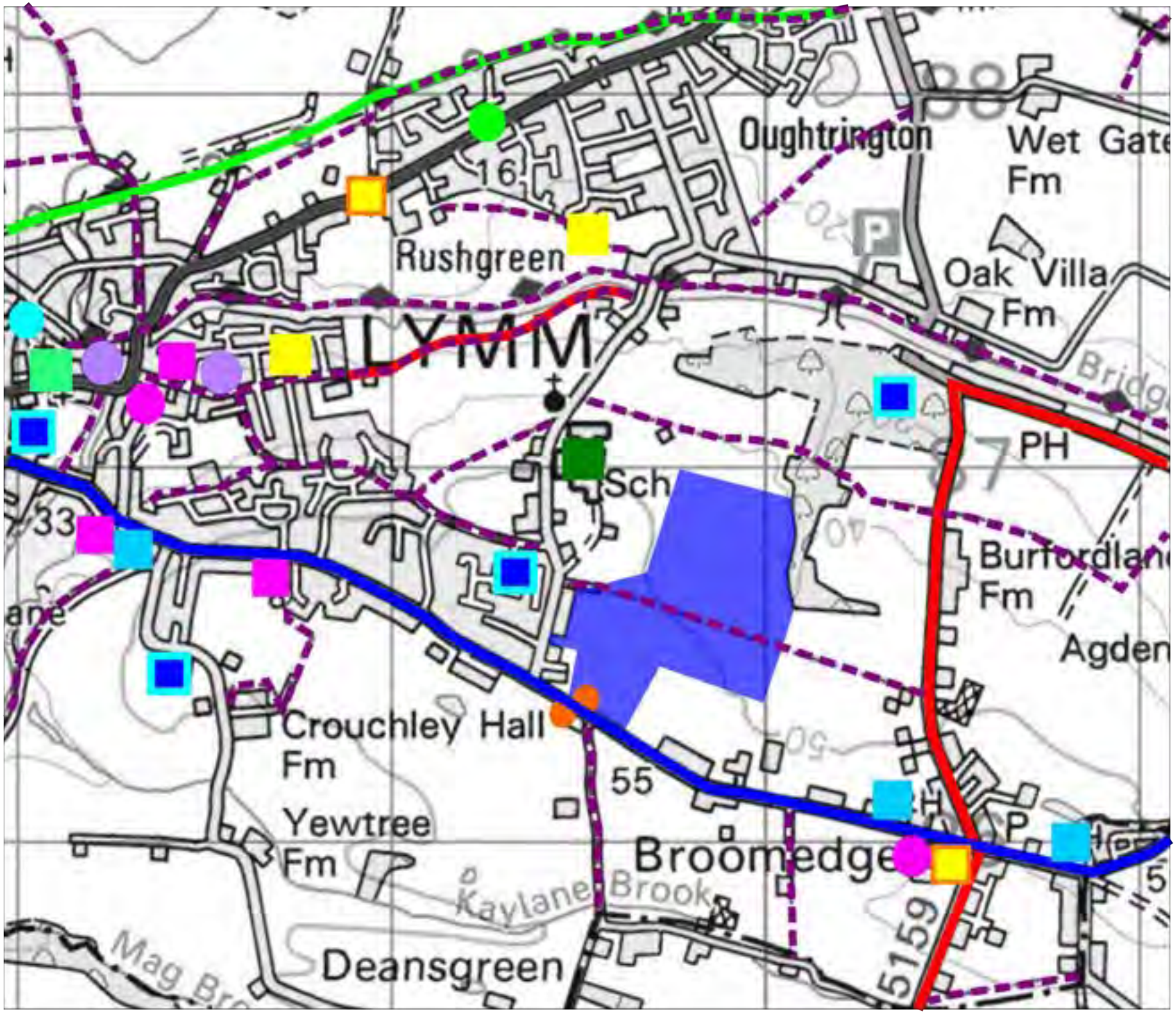
SK21673 HIGHER LANE,LYMM

Plan 1: Site Location

Location Plan & Local Highway Network

Drawn by: KAT Checked by: MAK

Revision: - Date: 23/11/2016



smarter transport solutions.

Key

- Development Site
- Bus Stop
- Bus Route (No. 35)
- Local Cycle Routes
- National Cycle Route 62
- PROW
- Recreational Facilities
- Primary School
- Secondary School
- Local Convenience
- Church/Local Hall
- Doctor
- Dentist
- Library
- Youth/Community Centre
- Post Office/ATM
- Public house/Restaurant

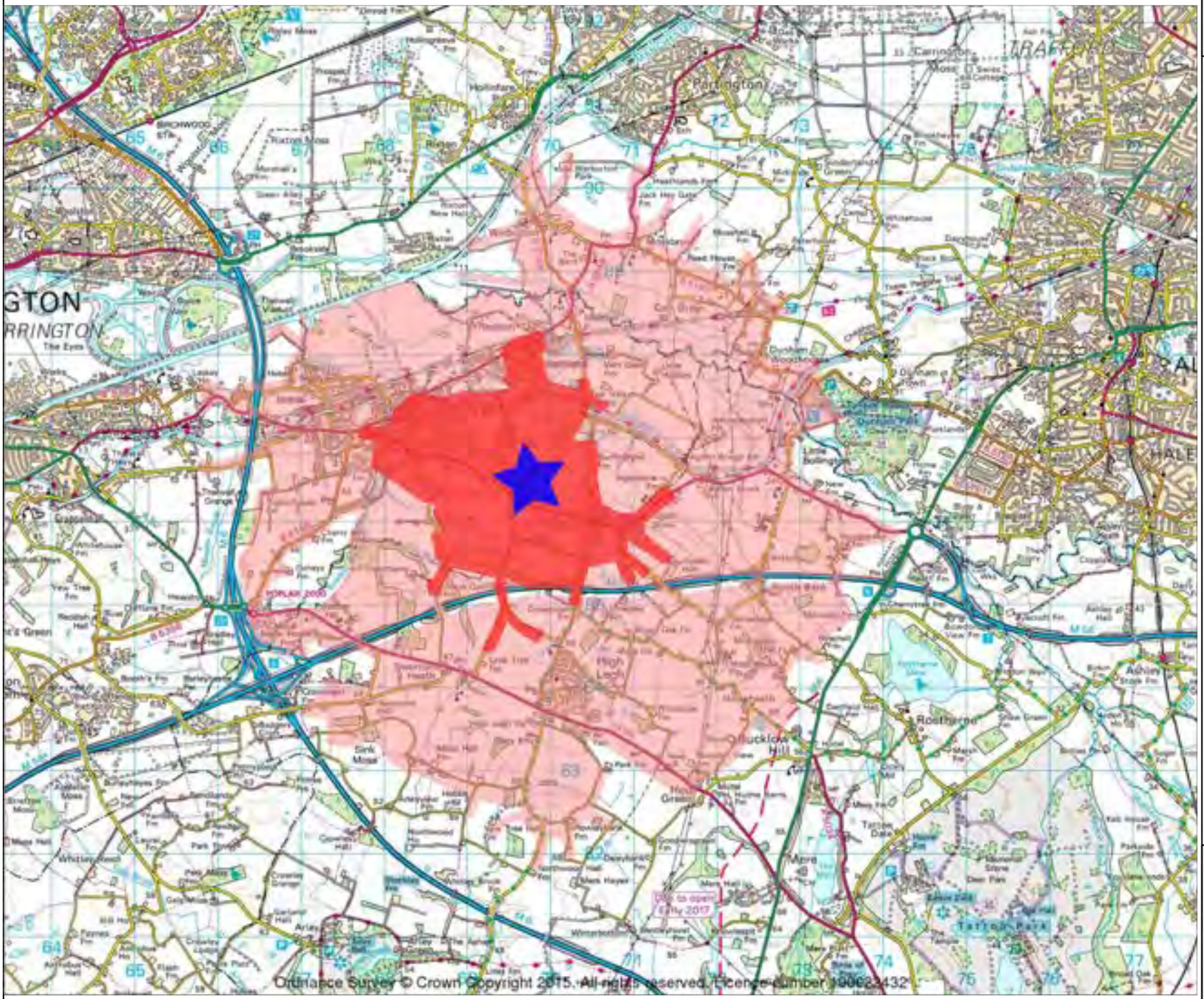
N

SK21673 HIGHER LANE, LYMM

Plan 2: Local Amenities & Public Transport Access

Drawn by: KAT Checked by: MAK

Revision: - Date: 25/11/2016



smarter transport solutions.

Key

- Development Site
- 2km walking catchment
- 5km cycling catchment

N

SK21673 HIGHER LANE,LYMM

Plan 3: Accessibilty

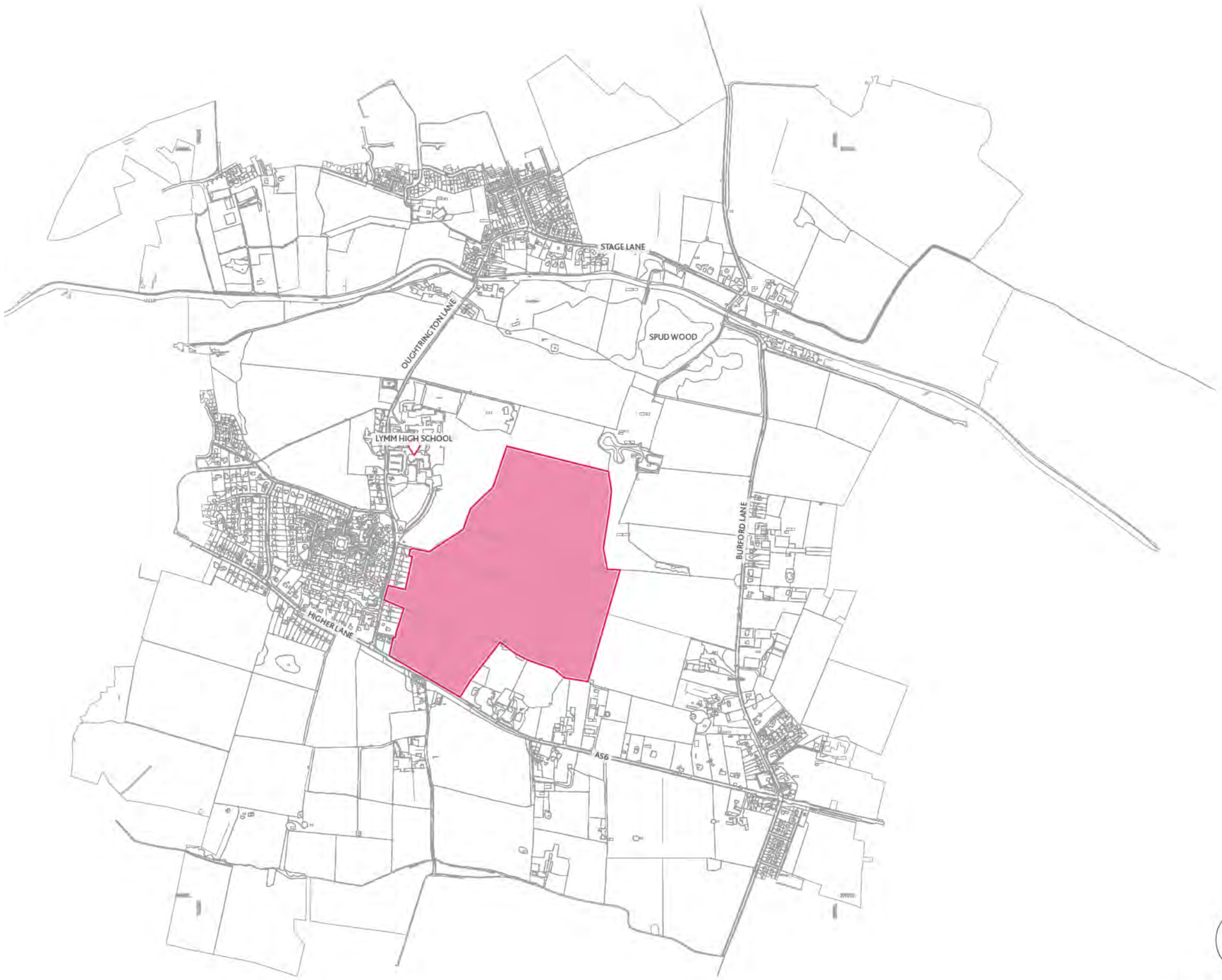
2km Walking and 5km Cycling Catchments

Drawn by: KAT Checked by: MAK

Revision: - Date: 24/11/2016

APPENDIX A

Site plan



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APPENDIX B

Masterplan Framework

1. Lymm High School
2. New sports and recreational facilities with space to accommodate a 4G Sports Pitch for use by Lymm High School and the wider community
3. New Public Right of Way to provide woodland walk through Helsdale Wood leading towards Spud Wood.
4. Parking area adjacent to park and woodland walk.
5. The provision of a new school bus drop-off and pick-up zone connecting through to Lymm High School's original tree-lined driveway.
6. Direction of pupil pathway connecting to Lymm High School's original driveway.
7. Mixed Use to include Convenience Store/Coffee Shop/Health/Pharmacy.
8. A linear park providing public amenity space connecting woodland, orchards & foot/cycle paths.
9. Retirement/Extra Care/Health facility overlooking the linear park
10. Pedestrian access and collapsible bollarded-access for use only by emergency services.
11. Extended woodland buffer to form permanent and defensible green belt boundary.
12. Park access point adjacent to existing Bus-stop located on A56 (Higher Lane).
13. Development entrance flanked by dual entrance lodge dwellings & lower-density residential housing set back from Higher Lane.

APPENDIX C

Automatic Classified Counts, Lymm

LOCATION: HIGHER ROAD

Direction : WESTBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 17-Nov-16	Friday 18-Nov-16	Saturday 19-Nov-16	Sunday 20-Nov-16	Monday 21-Nov-16	Tuesday 22-Nov-16	Wednesday 23-Nov-16
1	40.0	39.5	39.2	39.8	36.4	37.5	39.3
2	44.7	41.3	37.9	36.1	42.3	33.0	37.2
3	48.0	41.5	43.6	44.2	36.8	33.0	38.5
4	37.4	40.5	35.1	43.8	43.0	38.6	37.2
5	31.8	33.0	40.5	-	38.0	33.0	-
6	37.1	40.7	39.9	40.9	40.1	40.7	40.1
7	37.5	38.9	39.5	33.3	36.7	37.1	39.1
8	35.7	36.2	38.9	37.9	34.2	34.6	36.0
9	34.8	30.5	38.3	36.2	34.8	34.9	35.3
10	36.1	34.5	36.5	35.4	34.9	35.5	34.8
11	34.6	35.3	36.0	35.7	36.2	35.0	35.4
12	35.1	35.9	35.6	35.1	34.4	34.3	35.2
13	35.8	35.5	35.4	34.9	35.9	35.4	34.8
14	34.9	35.6	34.6	35.6	35.2	34.6	34.9
15	34.0	34.4	35.8	35.6	34.3	35.2	34.9
16	33.0	34.4	34.9	35.8	33.2	34.1	34.3
17	33.3	33.6	34.5	35.5	33.2	31.7	33.7
18	32.2	31.9	34.9	34.8	32.2	30.7	32.6
19	33.4	33.1	35.3	35.7	33.2	33.4	33.6
20	34.7	35.1	35.9	38.0	35.1	34.0	35.9
21	37.1	36.6	37.3	37.6	37.3	36.9	35.1
22	37.8	37.3	35.8	37.0	34.5	36.3	36.8
23	38.0	39.0	36.0	35.6	37.3	35.5	38.4
24	36.6	37.2	36.3	38.5	40.0	35.9	37.0

10-12	34.8	35.6	35.8	35.4	35.3	34.7	35.3
14-16	33.5	34.4	35.3	35.7	33.8	34.7	34.6
0-24	36.4	36.3	37.0	37.1	36.2	35.0	36.1

85TH PERCENTILE							
Hr Ending	Thursday 17-Nov-16	Friday 18-Nov-16	Saturday 19-Nov-16	Sunday 20-Nov-16	Monday 21-Nov-16	Tuesday 22-Nov-16	Wednesday 23-Nov-16
1	45.4	47.0	46.6	47.4	43.4	41.0	43.7
2	47.6	47.4	46.5	45.9	50.2	-	40.9
3	-	52.0	51.8	51.0	52.7	-	48.9
4	45.6	51.7	43.1	47.6	50.1	48.3	58.4
5	40.6	-	51.1	-	46.7	-	-
6	44.0	46.5	48.1	53.0	46.2	47.8	44.1
7	45.2	47.5	48.7	42.1	43.9	45.0	45.6
8	41.2	41.8	47.9	43.9	40.2	41.0	41.6
9	40.3	39.7	45.1	43.0	40.0	40.6	40.7
10	40.8	40.4	42.3	41.6	40.3	40.6	40.6
11	40.4	41.6	42.2	41.5	42.2	41.7	41.9
12	40.5	41.4	42.5	41.5	41.1	41.0	40.9
13	41.2	41.3	41.2	41.9	41.5	42.1	40.3
14	40.5	42.3	40.8	40.7	40.6	40.3	41.7
15	39.2	40.0	42.3	42.3	39.8	41.2	40.3
16	39.2	39.9	40.7	42.5	38.2	40.0	40.0
17	39.1	39.2	41.2	41.3	38.3	37.6	39.2
18	37.4	37.4	40.7	41.5	37.2	36.4	38.4
19	38.9	38.7	41.4	41.9	38.1	39.3	40.1
20	40.8	41.6	41.2	43.9	41.2	40.4	43.4
21	42.9	43.9	43.9	44.4	43.9	42.7	41.8
22	44.3	42.8	42.4	43.0	40.9	43.0	42.7
23	44.2	46.1	42.3	41.7	44.1	41.7	45.6
24	43.6	43.9	42.8	44.7	47.5	42.8	43.1

10-12	40.5	41.5	42.3	41.5	41.7	41.4	41.4
14-16	39.2	40.0	41.5	42.4	39.0	40.6	40.1
0-24	41.9	43.2	44.0	43.8	42.8	41.6	42.8

7 DAY AVERAGE SPEED	36.3
7 DAY AVERAGE 85th PERCENTILE	42.9

Automatic Classified Counts, Lymm

LOCATION: HIGHER ROAD

Direction : EASTBOUND

AVERAGE SPEEDS							
Hr Ending	Thursday 17-Nov-16	Friday 18-Nov-16	Saturday 19-Nov-16	Sunday 20-Nov-16	Monday 21-Nov-16	Tuesday 22-Nov-16	Wednesday 23-Nov-16
1	38.4	39.8	37.4	39.9	36.5	37.0	36.5
2	37.4	38.0	37.8	34.8	33.0	39.3	45.5
3	-	50.5	40.5	39.8	53.0	38.4	36.1
4	42.2	35.5	36.0	42.4	41.3	38.0	36.8
5	38.0	37.9	41.4	38.6	39.1	38.9	36.8
6	37.2	40.2	40.6	40.1	40.8	39.7	41.8
7	39.4	38.6	41.1	38.4	38.0	38.6	39.3
8	35.3	34.3	39.8	40.2	34.6	33.4	35.0
9	34.6	32.4	38.0	38.7	33.8	34.9	35.5
10	35.8	31.7	36.5	37.2	35.2	35.2	36.0
11	34.3	34.4	35.0	36.7	35.4	34.8	35.1
12	35.0	35.1	35.4	36.0	34.4	34.9	35.6
13	35.3	35.9	36.0	34.5	35.8	35.6	35.1
14	36.3	35.8	35.5	35.6	35.1	34.8	35.1
15	33.9	35.6	35.7	35.6	35.4	36.1	35.0
16	29.7	34.5	36.1	36.0	34.0	35.4	35.0
17	33.4	35.2	35.3	35.5	34.6	34.8	34.9
18	35.0	34.3	35.5	36.1	35.1	34.2	34.8
19	35.6	35.6	36.8	36.3	34.9	35.8	35.5
20	35.7	36.3	36.1	38.5	36.3	35.6	38.3
21	38.1	37.5	37.1	38.3	37.3	36.3	38.1
22	36.3	36.7	35.0	36.3	36.4	38.0	36.3
23	37.0	36.7	37.8	36.8	38.5	37.1	36.3
24	35.3	38.1	37.4	40.9	39.6	37.3	39.9

10-12	34.6	34.8	35.2	36.4	34.9	34.8	35.3
14-16	31.8	35.1	35.9	35.8	34.7	35.7	35.0
0-24	36.0	36.7	37.2	37.6	37.0	36.4	36.8

85TH PERCENTILE							
Hr Ending	Thursday 17-Nov-16	Friday 18-Nov-16	Saturday 19-Nov-16	Sunday 20-Nov-16	Monday 21-Nov-16	Tuesday 22-Nov-16	Wednesday 23-Nov-16
1	45.8	47.3	44.3	45.7	43.9	41.2	46.7
2	44.3	38.0	42.6	42.3	-	45.5	56.1
3	-	54.0	43.2	46.6	-	47.1	43.6
4	56.8	39.0	46.2	48.8	51.7	-	39.3
5	42.5	44.0	49.3	44.9	47.9	46.9	45.0
6	48.4	47.3	46.5	44.0	45.8	47.0	49.5
7	45.1	44.7	46.5	46.1	44.6	45.0	45.8
8	40.3	38.9	46.5	48.8	39.1	38.3	39.5
9	39.6	37.8	43.5	45.8	38.9	39.6	40.3
10	41.5	37.1	42.1	42.7	40.8	40.5	41.0
11	39.5	39.1	41.4	42.0	40.9	40.4	42.1
12	39.9	40.6	41.0	40.9	39.8	40.8	41.7
13	40.9	41.1	41.2	40.0	41.7	40.8	40.9
14	41.3	41.2	40.4	41.3	40.5	40.4	40.7
15	40.1	40.4	41.3	41.4	39.6	42.1	40.4
16	36.6	40.0	41.9	41.7	39.5	40.7	40.4
17	38.9	40.4	40.7	41.2	39.4	39.8	40.4
18	40.4	39.3	40.6	41.2	39.7	39.9	39.9
19	40.7	41.0	41.6	42.1	39.6	40.6	40.9
20	40.6	43.5	40.5	46.0	42.1	41.3	45.5
21	43.7	43.7	42.8	43.7	43.8	42.3	45.2
22	41.5	42.0	41.1	42.0	42.7	45.9	42.9
23	43.3	42.0	44.3	43.6	46.1	42.4	41.4
24	42.1	44.0	44.8	47.2	46.8	44.1	47.3

10-12	39.7	39.9	41.2	41.5	40.4	40.6	41.9
14-16	38.3	40.2	41.6	41.6	39.5	41.4	40.4
0-24	42.3	41.9	43.1	43.8	42.5	42.3	43.2

7 DAY AVERAGE SPEED	36.8
7 DAY AVERAGE 85th PERCENTILE	42.7

APPENDIX D

crashmap.co.uk

Crash Date:	Sunday, July 15, 2012	**Time of Crash:**	11:23:00 PM	**Crash Reference:**	**2012070197517**

Highest Injury Severity:	Serious	**Road Number:**	A56	**Number of Casualties:**	2
Highway Authority:	Warrington			**Number of Vehicles:**	2
Local Authority:	Warrington			**OS Grid Reference:**	369920 386120
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	40				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object On Carriageway	Hit Object Off Carriageway
1	Car (excluding private hire)	6	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Parked vehicle	None
2	Car (excluding private hire)	8	Unknown	Unknown	Vehicle is parked in the carriageway	Offside	Pupil riding to/from school	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Female	36 - 45	Unknown or other	Unknown or other
1	2	Serious	Pedestrian	Male	16 - 20	In carriageway, not crossing	In carriageway, stationary - not crossing (standing or playing)

Accident Description: Accident description text currently unavailable for this highway authority / police force

crashmap.co.uk

Crash Date:	Monday, October 08, 2012	**Time of Crash:**	9:50:00 AM	**Crash Reference:**	**2012072289551**

Highest Injury Severity:	Slight	**Road Number:**	A56	**Number of Casualties:**	1
Highway Authority:	Warrington			**Number of Vehicles:**	2
Local Authority:	Warrington			**OS Grid Reference:**	369220 386493
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				

For more information about the data please visit: *www.crashmap.co.uk/home/aboutthedata* and *www.crashmap.co.uk/home/definitions*

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object On Carriageway	Hit Object Off Carriageway
1	Car (excluding private hire)	1	Male	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
2	Car (excluding private hire)	12	Male	36 - 45	Vehicle is parked in the carriageway	Back	Other	None	Wall or fence

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

Accident Description: Accident description text currently unavailable for this highway authority / police force

APPENDIX E

ACCESS REVIEW

Title: Photographic Survey - Lymm High School, Oughtrington Lane, Lymm. WA13 0RB.

Date: October / November 2016

This photographic survey was carried out as part of an Access Review of Lymm High School in October / November 2016.

The following photographs show both vehicular and pedestrian activity at peak times on Oughtrington Lane which serves as the primary access route to Lymm High School from the A56 (Higher Lane).

The photographs show how the narrowness and deficiency of the road and footpaths on Oughtrington Lane, together with the resultant conflict between pedestrians and school buses, results in significant highway safety problems.

The location of Lymm High School in relation to Oughtrington Lane and the A56 (Higher Lane) is shown on the map below:

Photo (1)

Double-decker bus travelling north along Oughtrington Lane alongside a Lymm High School pupil walking to school.

Photo (2) Double-decker bus travelling along the footpath on Oughtrington Lane (for a distance of approximately 75m) past concealed driveways and pedestrian entrances in order to pass an wide oncoming vehicle.

Photo (3) The same bus as shown in photo (2) progressing along the footpath of Oughtrington Lane. (NB – no footpath exists to the opposite side of the lane).

Photos (4) & (5)

Double-decker buses using the footpaths on Oughtrington Lane to enable them to pass each other.

Photos (6) & (7)

Double-decker bus turning off the A56 (Higher Lane) into Oughtrington Lane resulting in nearside front and rear wheels mounting the footpath due to restrictions of the radii of the junction, queuing traffic / narrow road width of Oughtrington Lane.

Photos (8) & (9)

Double-decker bus travelling north along Oughtrington Lane using the footpath and passing concealed driveways and a ‘blind’ footpath opening.

Photos (10) - (12)

Proximity of buses and vehicles on Oughtrington Lane. Both the front and rear nearside wheels of the double-decker bus to the right in the photos are on the footpath - (see photo 5).

Photo (13)

Buses and cars queuing south on Oughtrington Lane towards Higher Lane causing the oncoming bus to have to take to the footpath to pass owing to the narrow width of the lane.

Photos (14) - (17)

A single-decker bus travelling south along Oughtrington Lane towards Higher Lane. Owing to the inadequate width of the lane, the bus is over the centre white line and an oncoming vehicle takes to the footpath to enable the bus to pass.

Photos (18) & (19)

Double-decker bus on Oughtrington Lane overhanging the centre white line. The photos show the proximity of the buses to pupil pedestrians.

Photo (20)

Double-decker bus on Oughtrington Lane having just exited the school's site. Owing to the narrow road width and junction radii, the bus crosses the centre white line and blocks the oncoming traffic.

Photos (21) & (22)

Bus exiting the school's site blocks the oncoming traffic to use both sides of Oughtington Lane. In this instance, the taxi reversed to enable the bus to complete its manoeuvre.

Photos (23) & (24) Bus turning into Lymm High School's main entrance. Owing to the width of the road, the rear nearside corner of the bus 'flicks' out and oversails the footpath.

Photos (25) & (26)

Due to the radii of school's existing main exit together with the narrowness of Oughtrington Lane, the bus uses both sides of the carriageway and oversails the footpath.

Photo (27)

Double-decker bus emerging from the school's main exit and crosses the centre white line. A young Lymm High School pupil runs across the road.

Photo (28)

As the bus approaches the footpath the pupil hesitates in the road.

Photo (29)

Double-decker bus queuing on Oughtrington Lane towards the junction with the A56 (Higher Lane). Pupils walking single-file along the narrow footpath with shoulder bag overhanging the kerb.

Photos (30) - (33)

The footpath for this section of Oughtrington Lane narrows to 565mm in width (reducing to 400mm owing to hedge encroachment) as shown in the photographs above. As part of only continuous pedestrian route along Oughtrington Lane, this footpath it is used daily by hundreds of school pupils at peak times. Lymm High School's 2008 Travel Plan highlighted the narrowness of both this and other sections of footpath along Oughtrington Lane and recorded incidents of *'pupils being struck by bus wing mirrors'.*

Photo (34)

Footpath measuring to minimum of 565mm wide.

Photo (35) – (39)

Photos showing school pupils walking along narrow footpath (as detailed within photos 30-34) alongside moving double-decker bus.

Photos (40)

Double-decker bus executes right hand manoeuvre into the school's main entrance. The rear nearside corner of the bus 'flicks' out and oversails the footpath towards the adjacent pupil.

Photos (41) – (43)

Photos showing pupils using the narrow footpath on Oughtrington Lane (as detailed within photos 30-34) with pupils stepping out / walking in the road with traffic driving around them.

Photo (44) & (45)

A mother with baby in pram and two other small children negotiate narrow footpath on Oughtrington Lane. (NB: the pram wheel 'floating' over the edge of the kerb.

Photo (46)

Pupil runs across Oughtrington Lane.

Photo (47)

Young boy (pre-school age) stands in the gutter outside the Day Nursery on Oughtrington Lane.

Photos (48) - (52)

The photographs below show typical on-street parking at peak times on Longbutt Lane.

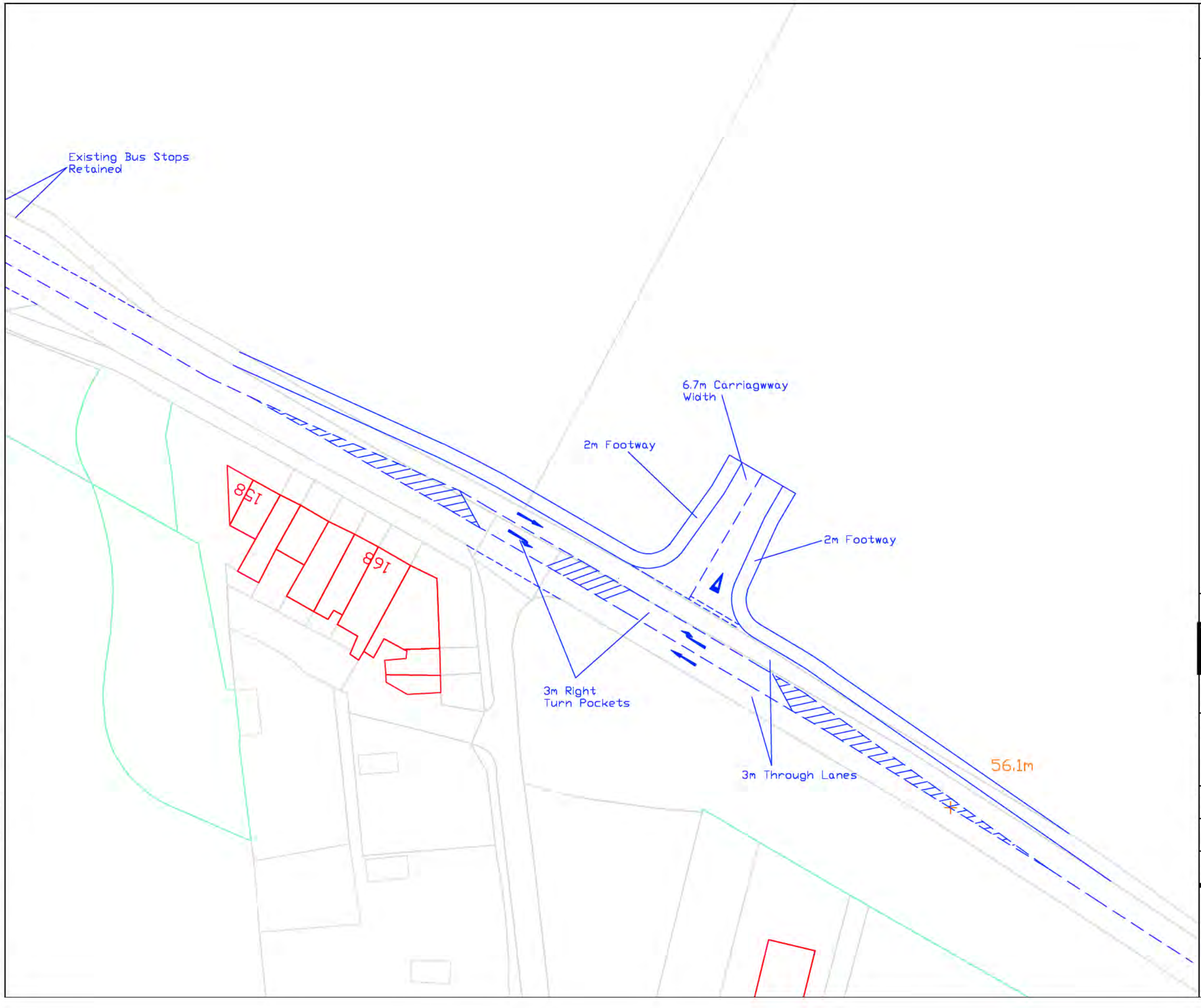
Photos (53) & (54)

On-street parking on Oughtrington Lane to the north of Lymm High school reduces the lane to a single passing width for a significant distance at peak times.

Photos (55) - (57)

Examples of some of the other wide vehicles that use both Oughtrington and Longbutt Lane.

APPENDIX F



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By / Check	Date	Suffix

Drawing Number
SK21673-01

Higher Lane, Lymm

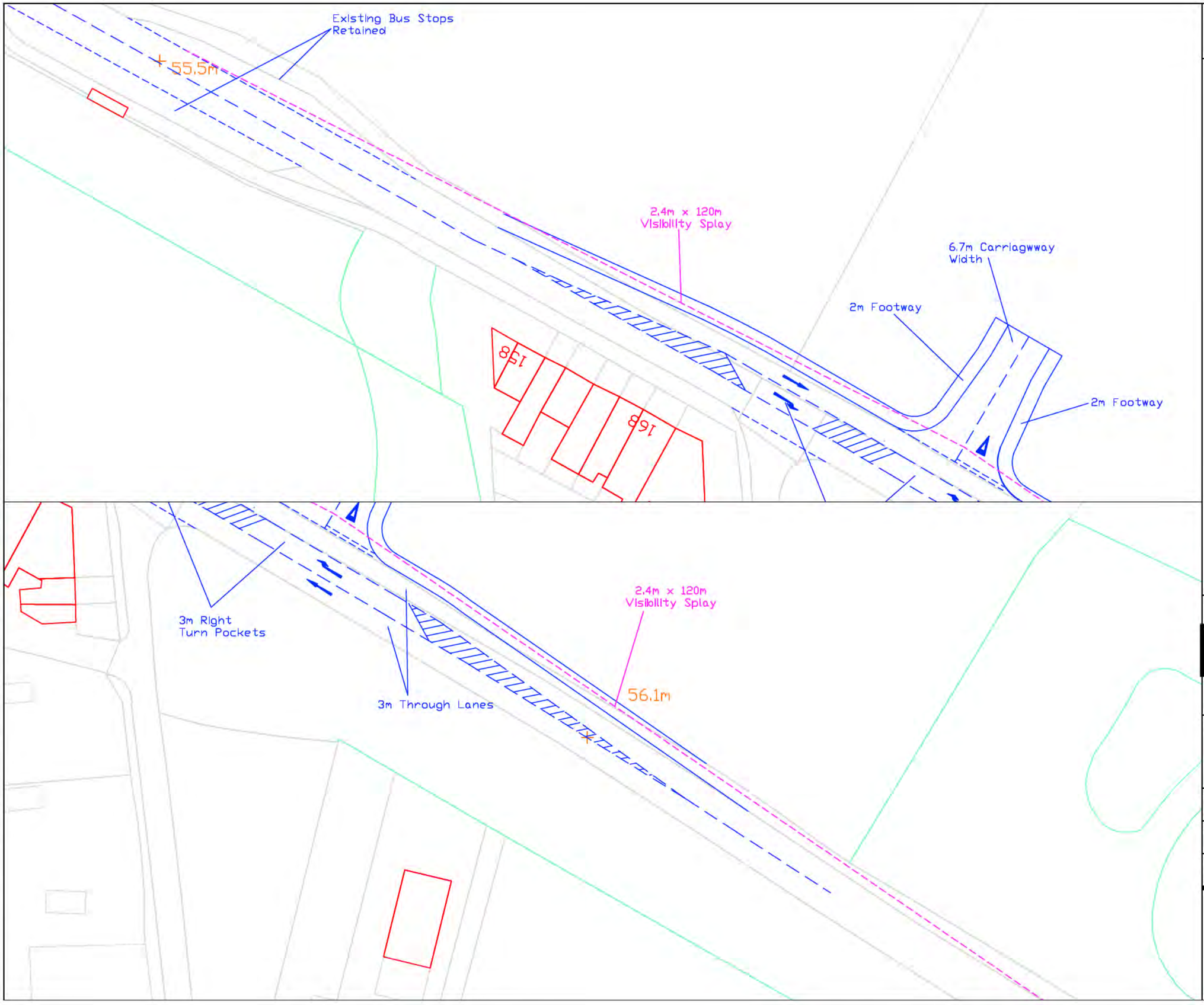
Drawing Title
Proposed Vehicular Access from Higher Lane

Scale at A3
1:500

Drawn	Approved
KAT	MAK
Check	**Date**
KAT	28/11/16

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959

Plot Date :27 November 2016 20:35:10
AutoCAD File Name :\\Mac\Home\Dropbox\Project Work\Higher Lane, Lymm\SK21673-01_recover.dwg



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

Revision Details	By / Check	Date	Suffix

Drawing Number
SK21673-02

Higher Lane, Lymm

Drawing Title
2.4m x 43m Junction Visibility Splays

Scale at A3
1:500

Drawn	Approved
KAT	MAK
Check	**Date**
KAT	28/11/16

SK Transport Planning Ltd
Albion Wharf, 19 Albion Street
Manchester M1 5LN
Telephone (0161) 234 6509
Fax (0161) 236 7959

Plot Date :04 December 2016 20:37:33
AutoCAD File Name :\\Mac\Home\Dropbox\Project Work\Higher Lane, Lymm\SK21673-01_recover.dwg

APPENDIX G

Calculation Reference: AUDIT-443201-161124-1122

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	SC	SURREY	1 days
03	**SOUTH WEST**		
	SM	SOMERSET	1 days
06	**WEST MIDLANDS**		
	SH	SHROPSHIRE	3 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	NY	NORTH YORKSHIRE	1 days
08	**NORTH WEST**		
	CH	CHESHIRE	3 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Filtering Stage 2 selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of dwellings
Actual Range: 10 to 174 (units:)
Range Selected by User: 6 to 1000 (units:)

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/08 to 13/11/15

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days
Thursday	4 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town	9

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Filtering Stage 3 selection:

Use Class:

C3	9 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	5 days
10,001 to 15,000	3 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
75,001 to 100,000	4 days
100,001 to 125,000	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5	9 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	9 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

LIST OF SITES relevant to selection parameters

1 **CH-03-A-02** **HOUSES/FLATS** **CHESHIRE**
SYDNEY ROAD

CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 174
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

2 **CH-03-A-05** **DETACHED** **CHESHIRE**
SYDNEY ROAD
SYDNEY
CREWE
Edge of Town
Residential Zone
Total Number of dwellings: 17
Survey date: TUESDAY *14/10/08* *Survey Type: MANUAL*

3 **CH-03-A-09** **TERRACED HOUSES** **CHESHIRE**
GREYSTOKE ROAD
HURDSFIELD
MACCLESFIELD
Edge of Town
Residential Zone
Total Number of dwellings: 24
Survey date: MONDAY *24/11/14* *Survey Type: MANUAL*

4 **NY-03-A-10** **HOUSES AND FLATS** **NORTH YORKSHIRE**
BOROUGHBRIDGE ROAD

RIPON
Edge of Town
No Sub Category
Total Number of dwellings: 71
Survey date: TUESDAY *17/09/13* *Survey Type: MANUAL*

5 **SC-03-A-04** **DETACHED & TERRACED** **SURREY**
HIGH ROAD

BYFLEET
Edge of Town
Residential Zone
Total Number of dwellings: 71
Survey date: THURSDAY *23/01/14* *Survey Type: MANUAL*

6 **SH-03-A-03** **DETATCHED** **SHROPSHIRE**
SOMERBY DRIVE
BICTON HEATH
SHREWSBURY
Edge of Town
No Sub Category
Total Number of dwellings: 10
Survey date: FRIDAY *26/06/09* *Survey Type: MANUAL*

7 **SH-03-A-05** **SEMI-DETACHED/TERRACED** **SHROPSHIRE**
SANDCROFT
SUTTON HILL
TELFORD
Edge of Town
Residential Zone
Total Number of dwellings: 54
Survey date: THURSDAY *24/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

8 **SH-03-A-06** **BUNGALOWS** **SHROPSHIRE**
ELLESMERE ROAD

SHREWSBURY
Edge of Town
Residential Zone
Total Number of dwellings: 16
Survey date: THURSDAY *22/05/14* *Survey Type: MANUAL*

9 **SM-03-A-01** **DETACHED & SEMI** **SOMERSET**
WEMBDON ROAD
NORTHFIELD
BRIDGWATER
Edge of Town
Residential Zone
Total Number of dwellings: 33
Survey date: THURSDAY *24/09/15* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	52	0.091	9	52	0.291	9	52	0.382
08:00 - 09:00	9	52	0.140	**9**	**52**	**0.391**	9	52	0.531
09:00 - 10:00	9	52	0.123	9	52	0.170	9	52	0.293
10:00 - 11:00	9	52	0.145	9	52	0.172	9	52	0.317
11:00 - 12:00	9	52	0.151	9	52	0.177	9	52	0.328
12:00 - 13:00	9	52	0.166	9	52	0.166	9	52	0.332
13:00 - 14:00	9	52	0.172	9	52	0.160	9	52	0.332
14:00 - 15:00	9	52	0.200	9	52	0.198	9	52	0.398
15:00 - 16:00	9	52	0.272	9	52	0.160	9	52	0.432
16:00 - 17:00	9	52	0.298	9	52	0.185	9	52	0.483
17:00 - 18:00	**9**	**52**	**0.351**	9	52	0.185	**9**	**52**	**0.536**
18:00 - 19:00	9	52	0.257	9	52	0.160	9	52	0.417
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.366			2.415			4.781

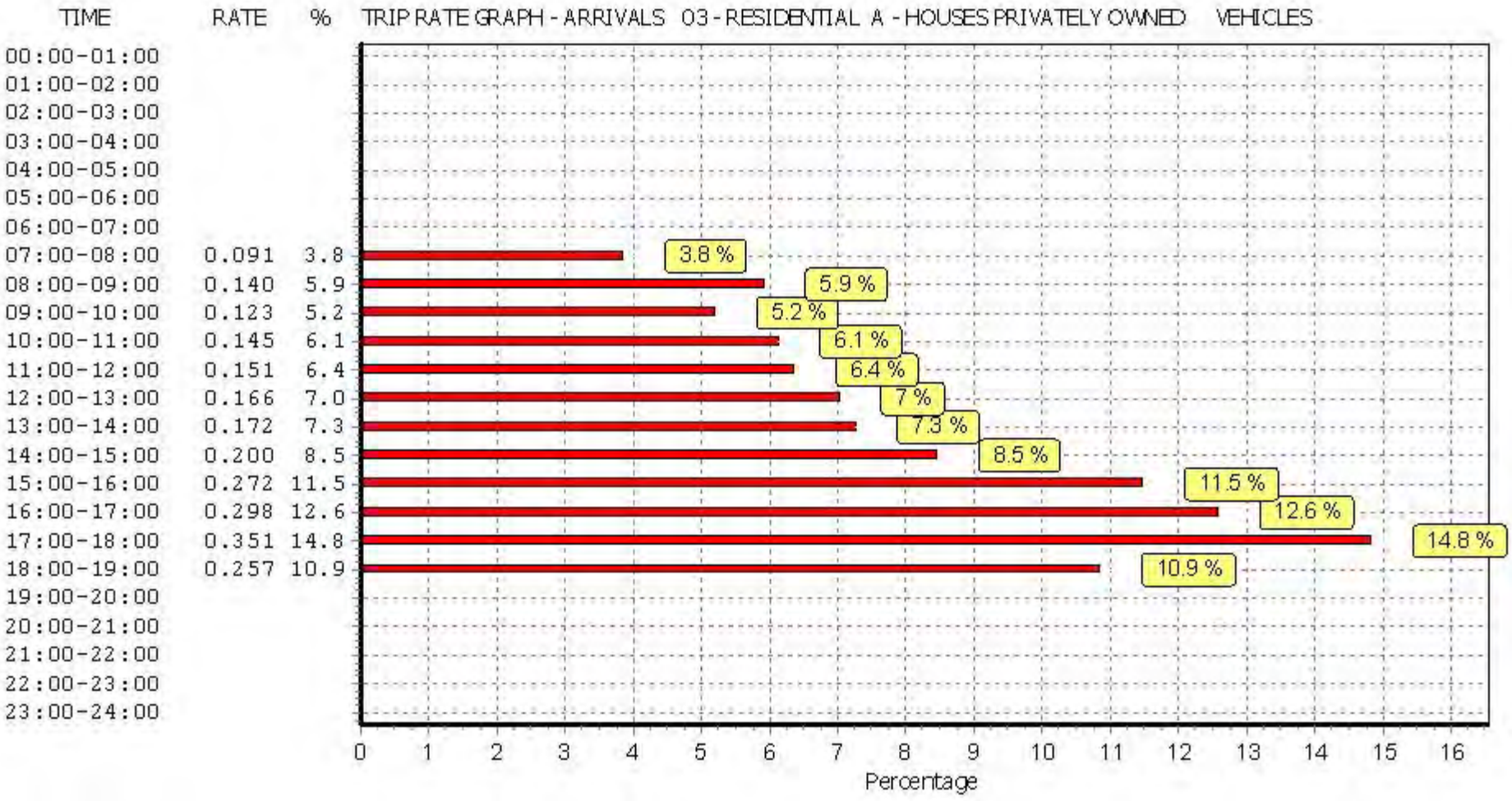
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

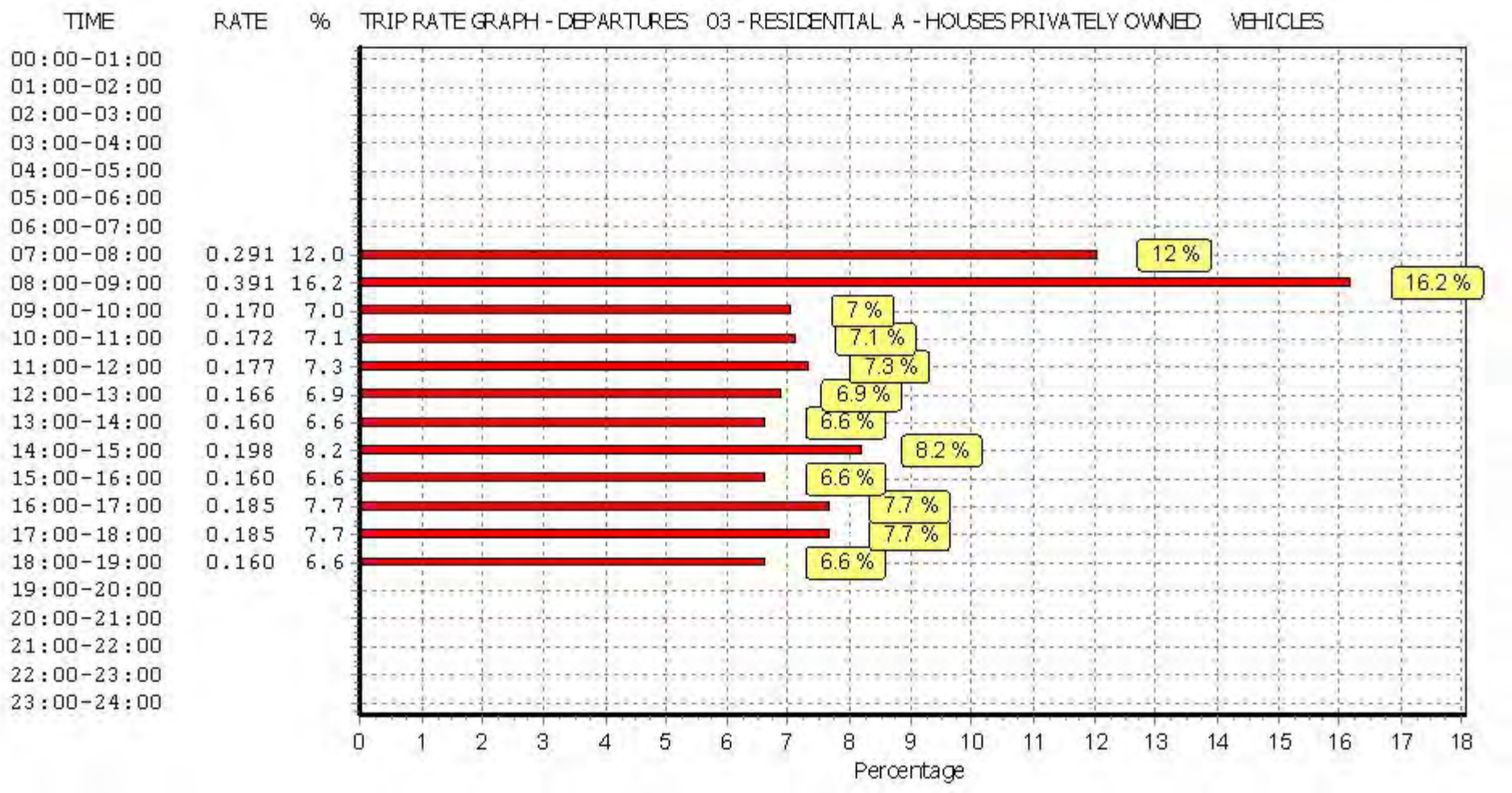
Parameter summary

Trip rate parameter range selected:	10 - 174 (units:)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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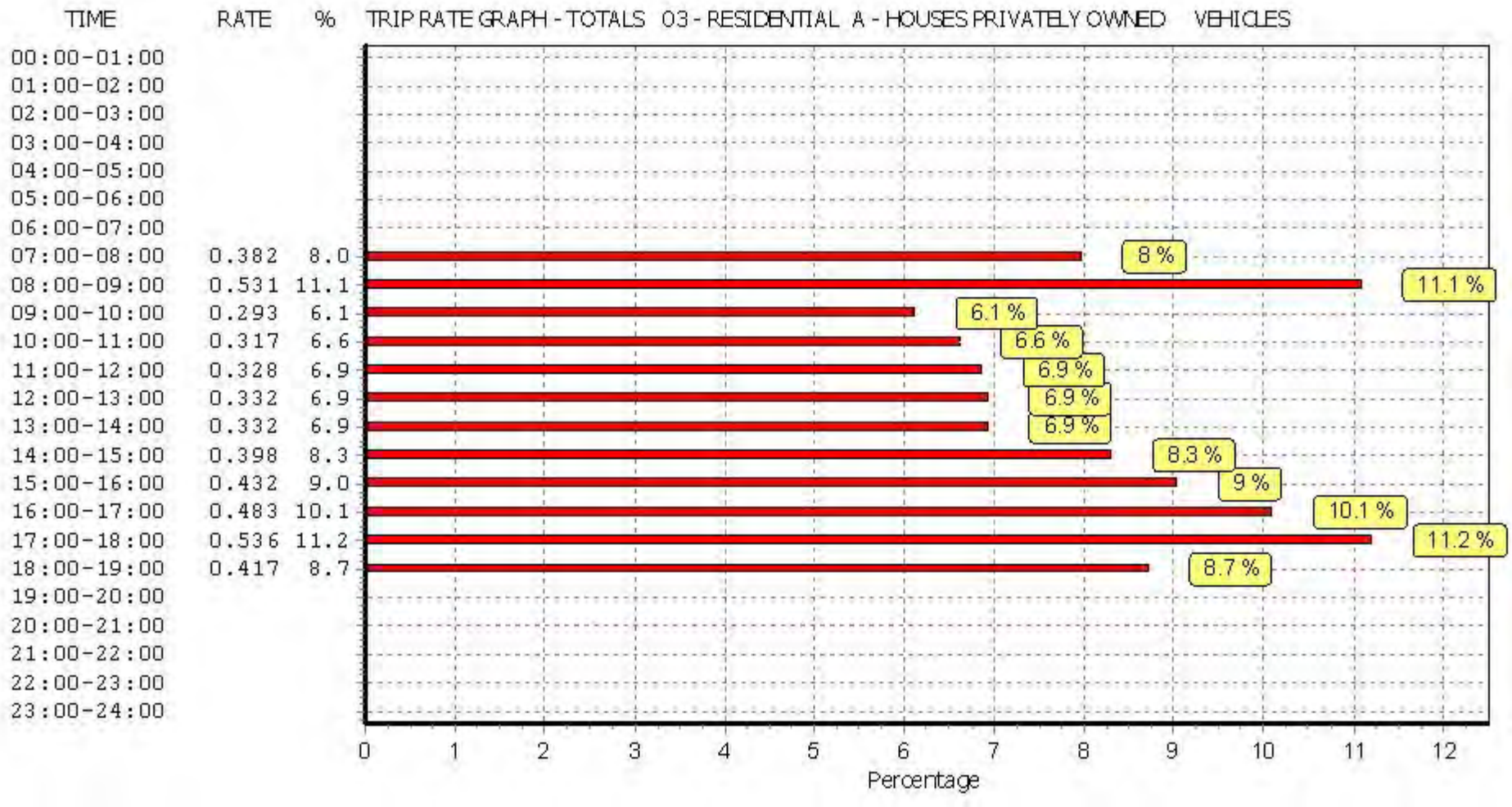

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	**9**	**52**	**0.009**	**9**	**52**	**0.009**	**9**	**52**	**0.018**
08:00 - 09:00	9	52	0.000	9	52	0.000	9	52	0.000
09:00 - 10:00	9	52	0.002	9	52	0.002	9	52	0.004
10:00 - 11:00	9	52	0.004	9	52	0.004	9	52	0.008
11:00 - 12:00	9	52	0.004	9	52	0.004	9	52	0.008
12:00 - 13:00	9	52	0.002	9	52	0.002	9	52	0.004
13:00 - 14:00	9	52	0.002	9	52	0.002	9	52	0.004
14:00 - 15:00	9	52	0.009	9	52	0.009	9	52	0.018
15:00 - 16:00	9	52	0.004	9	52	0.004	9	52	0.008
16:00 - 17:00	9	52	0.000	9	52	0.000	9	52	0.000
17:00 - 18:00	9	52	0.004	9	52	0.004	9	52	0.008
18:00 - 19:00	9	52	0.002	9	52	0.002	9	52	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.042			0.042			0.084

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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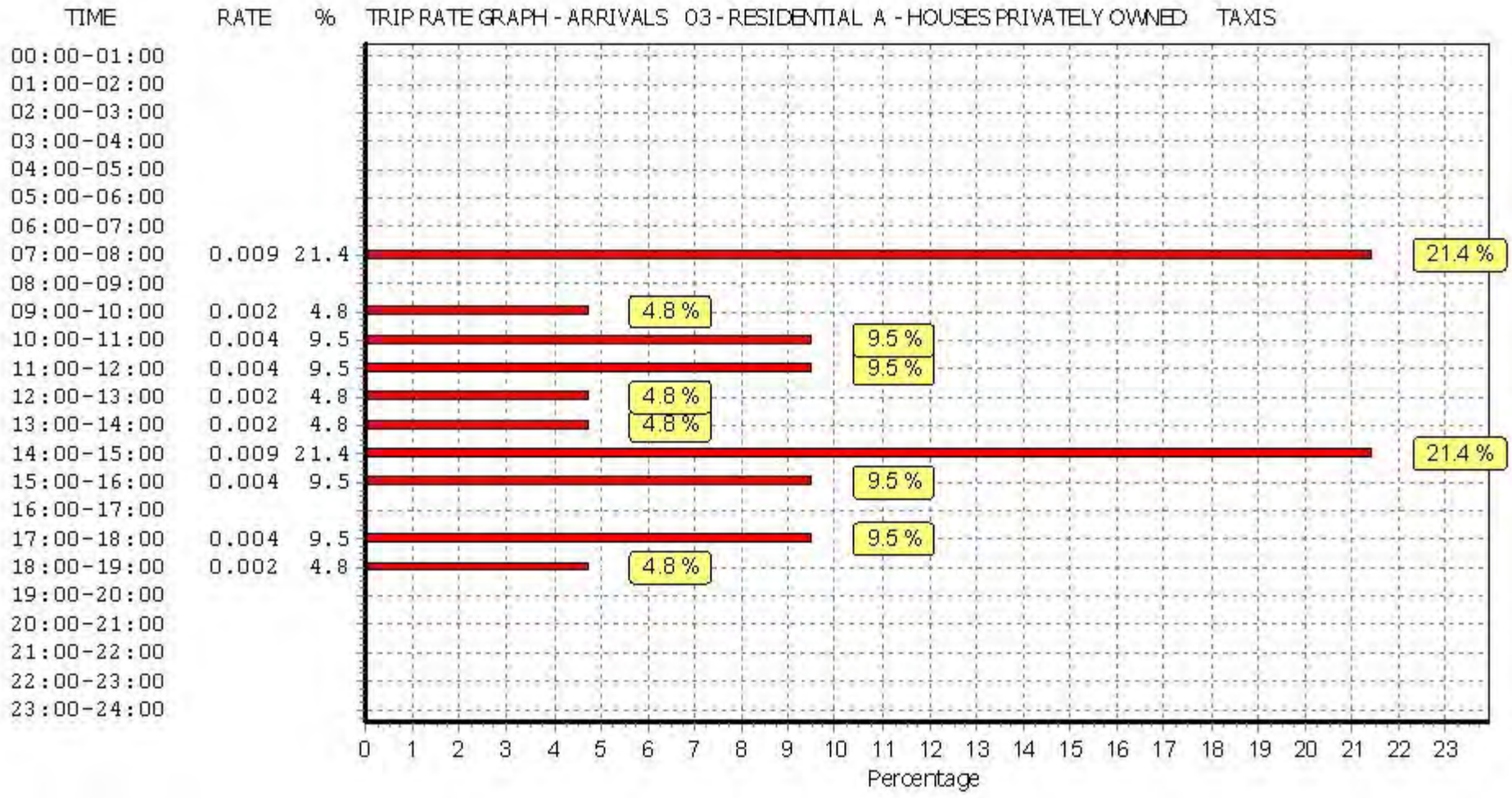
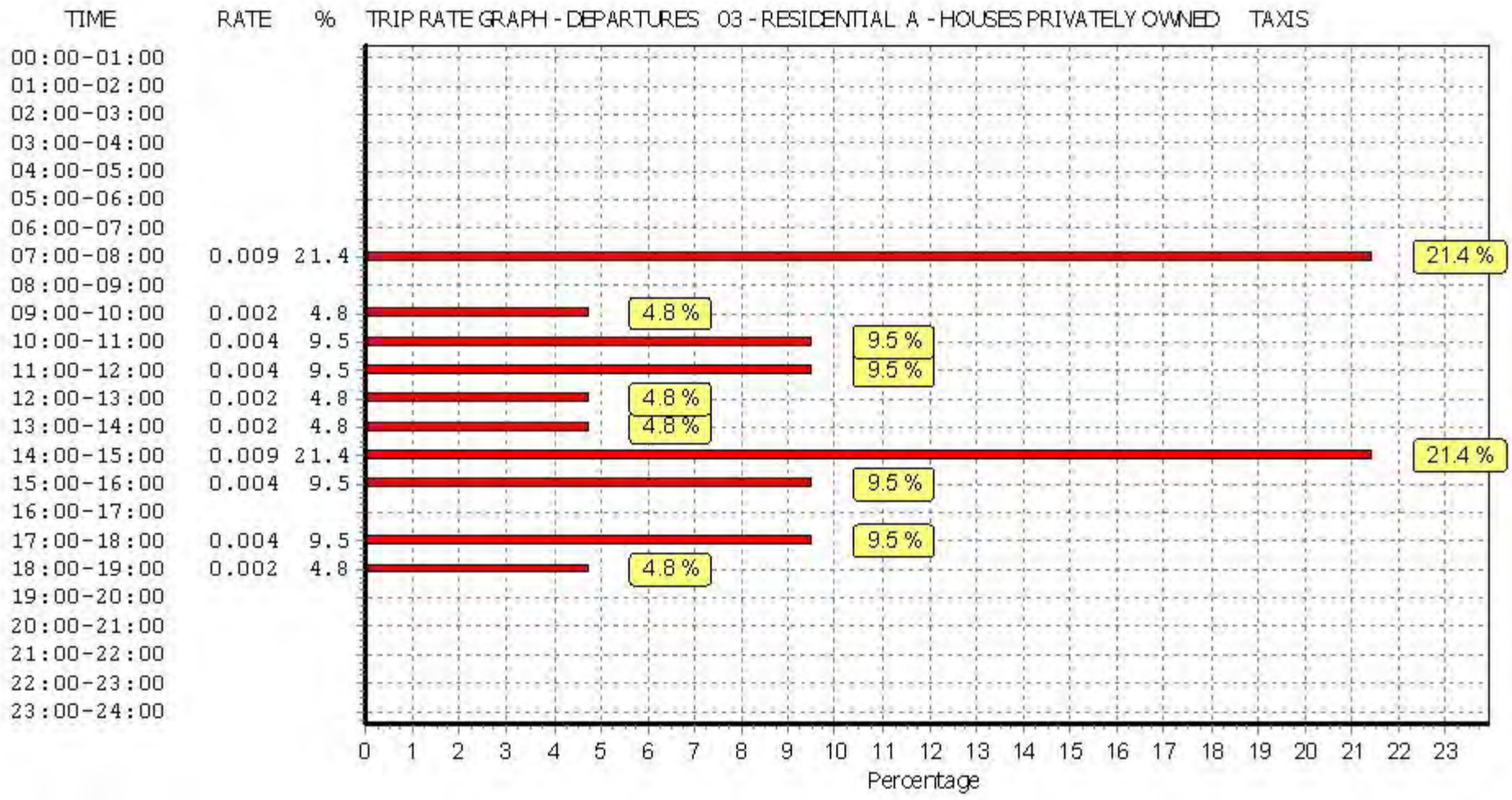
Parameter summary

Trip rate parameter range selected:	10 - 174 (units:)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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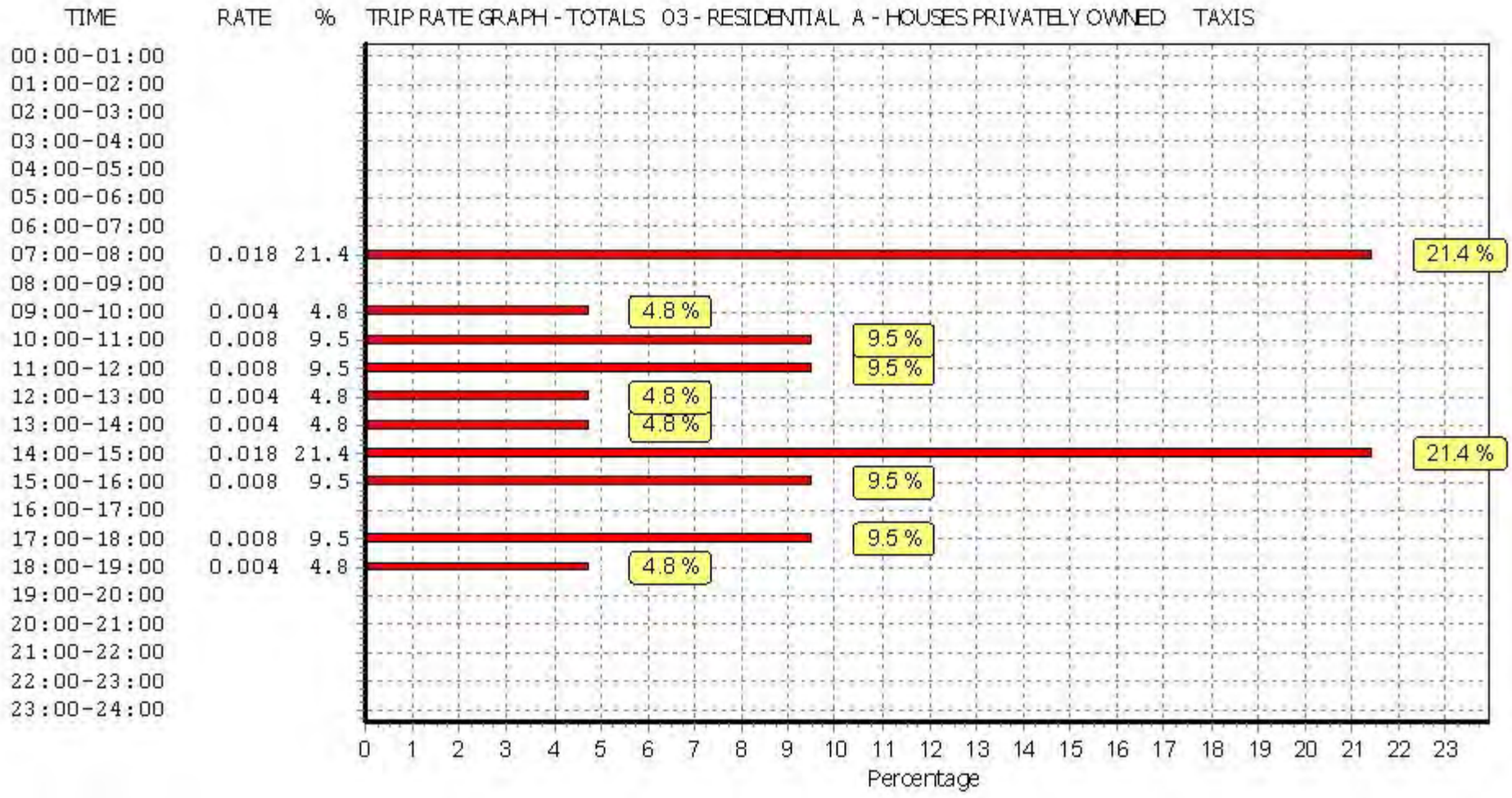

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	52	0.000	9	52	0.000	9	52	0.000
08:00 - 09:00	9	52	0.002	9	52	0.002	9	52	0.004
09:00 - 10:00	9	52	0.000	9	52	0.000	9	52	0.000
10:00 - 11:00	**9**	**52**	**0.004**	9	52	0.002	9	52	0.006
11:00 - 12:00	9	52	0.004	9	52	0.000	9	52	0.004
12:00 - 13:00	9	52	0.000	9	52	0.004	9	52	0.004
13:00 - 14:00	9	52	0.004	9	52	0.000	9	52	0.004
14:00 - 15:00	9	52	0.002	**9**	**52**	**0.006**	**9**	**52**	**0.008**
15:00 - 16:00	9	52	0.002	9	52	0.000	9	52	0.002
16:00 - 17:00	9	52	0.000	9	52	0.002	9	52	0.002
17:00 - 18:00	9	52	0.000	9	52	0.000	9	52	0.000
18:00 - 19:00	9	52	0.000	9	52	0.000	9	52	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.016			0.034

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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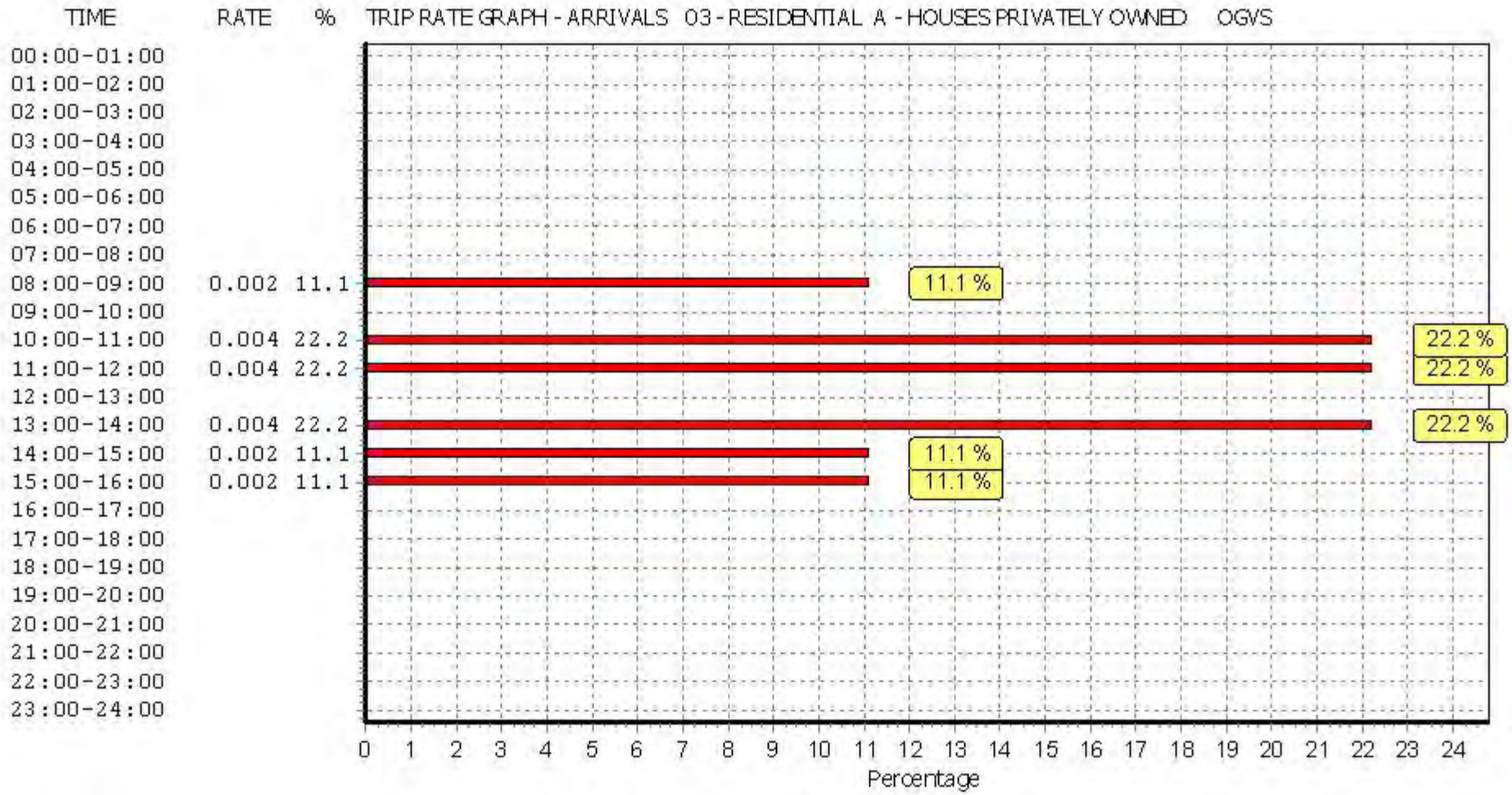
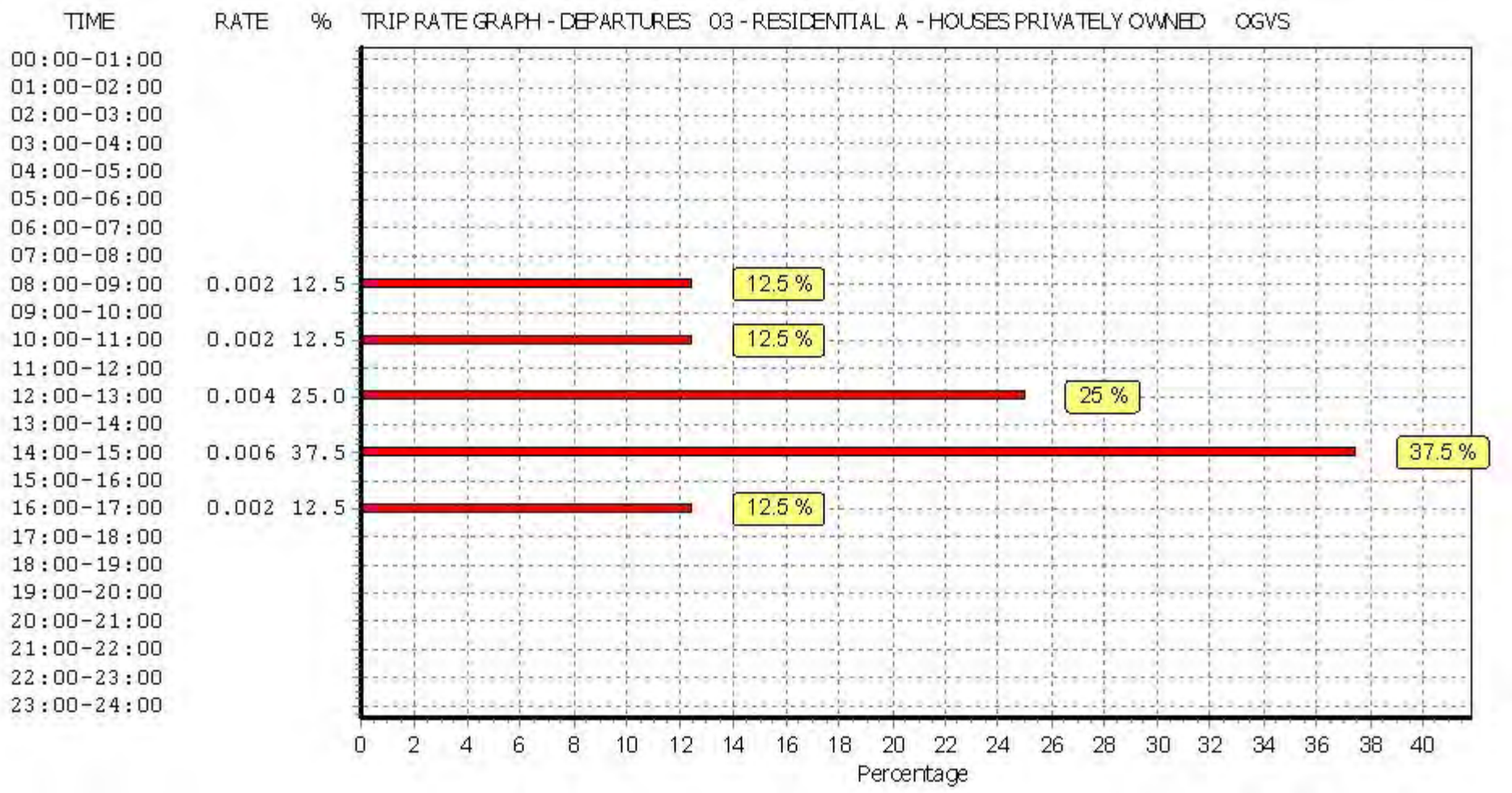
Parameter summary

Trip rate parameter range selected:	10 - 174 (units:)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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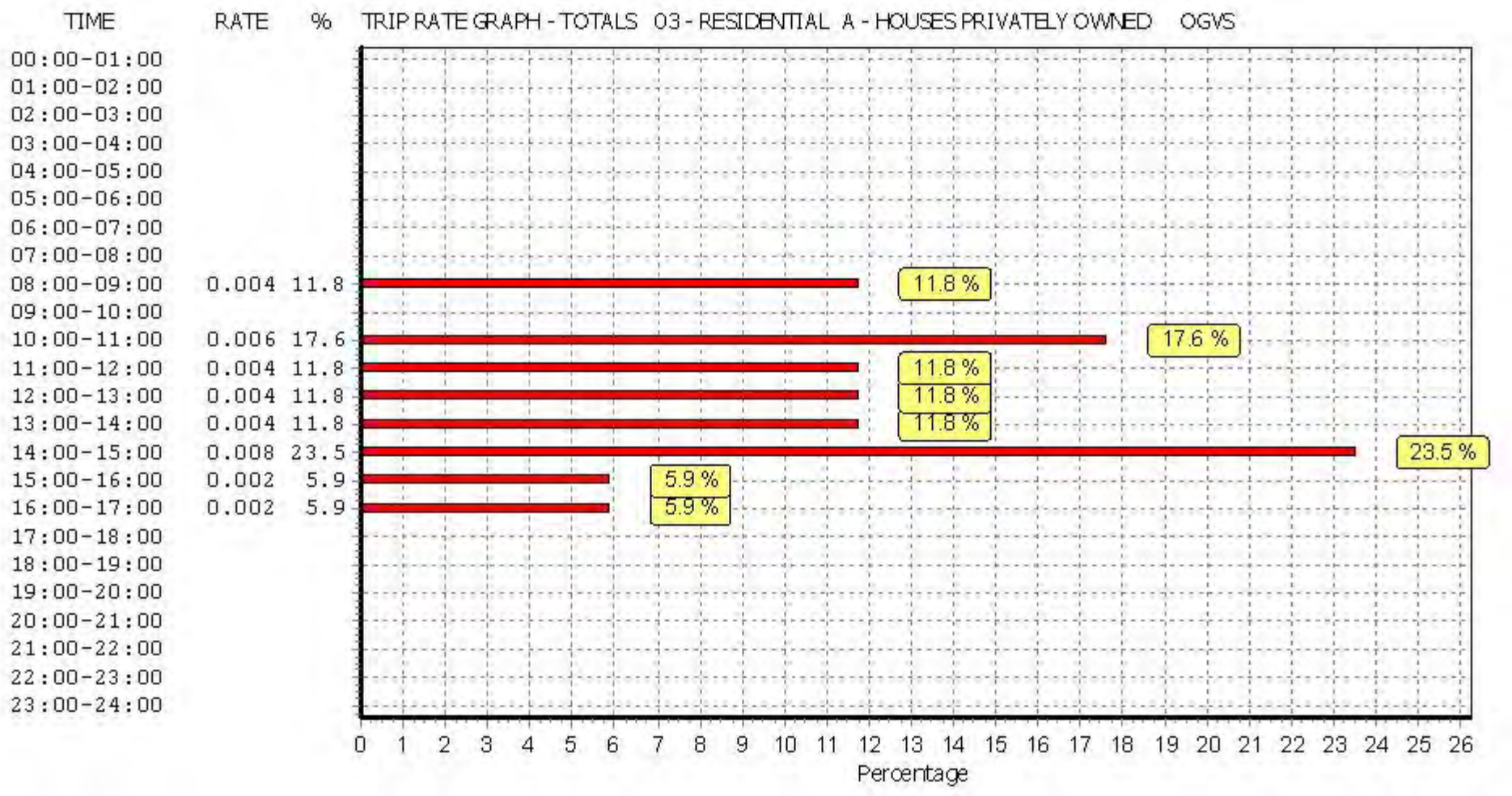

This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	52	0.000	9	52	0.000	9	52	0.000
08:00 - 09:00	9	52	0.000	9	52	0.000	9	52	0.000
09:00 - 10:00	9	52	0.000	9	52	0.000	9	52	0.000
10:00 - 11:00	9	52	0.000	9	52	0.000	9	52	0.000
11:00 - 12:00	**9**	**52**	**0.004**	**9**	**52**	**0.004**	**9**	**52**	**0.008**
12:00 - 13:00	9	52	0.000	9	52	0.000	9	52	0.000
13:00 - 14:00	9	52	0.002	9	52	0.002	9	52	0.004
14:00 - 15:00	9	52	0.000	9	52	0.000	9	52	0.000
15:00 - 16:00	9	52	0.002	9	52	0.002	9	52	0.004
16:00 - 17:00	9	52	0.000	9	52	0.000	9	52	0.000
17:00 - 18:00	9	52	0.000	9	52	0.000	9	52	0.000
18:00 - 19:00	9	52	0.000	9	52	0.000	9	52	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.008			0.016

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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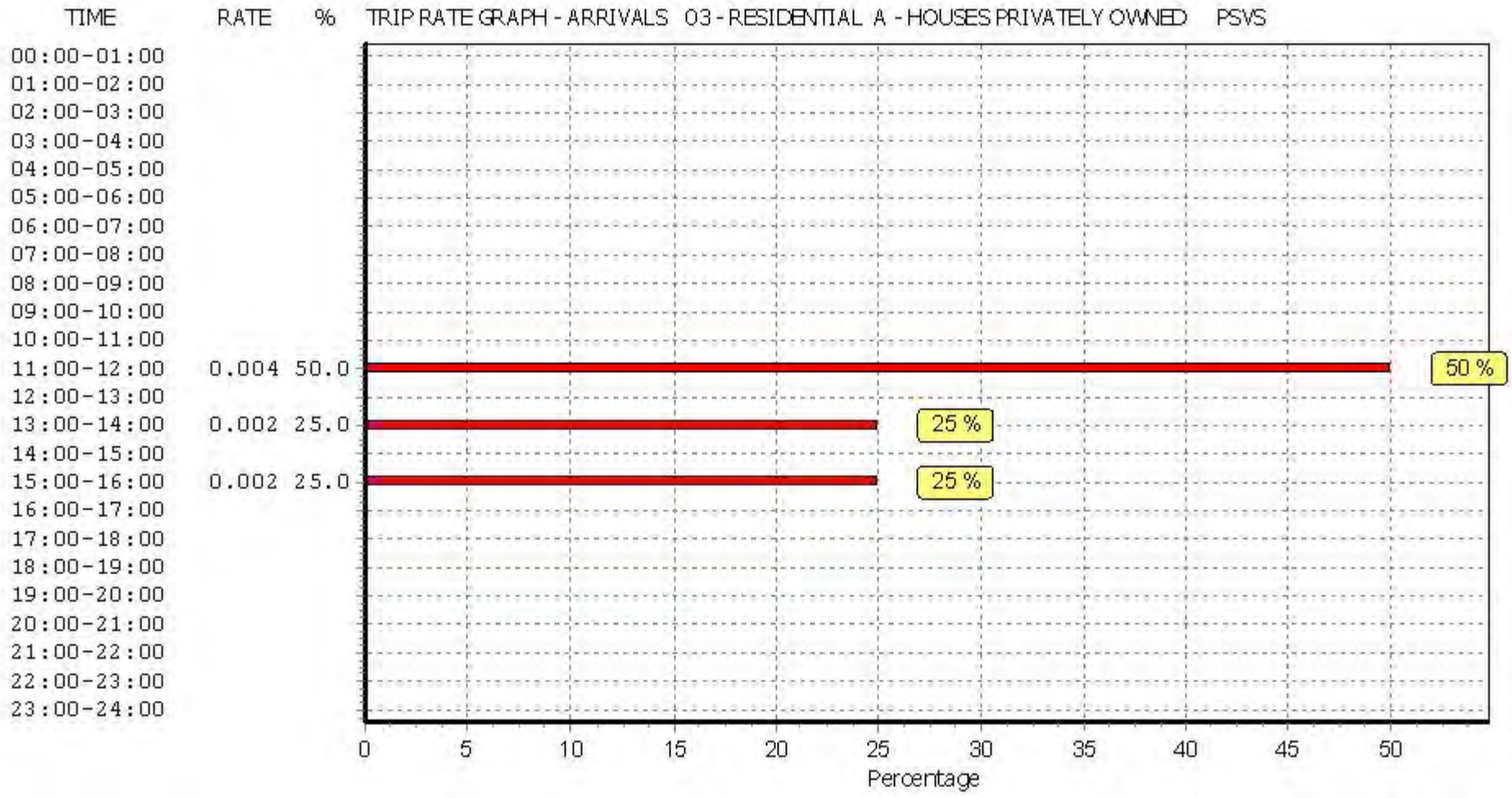
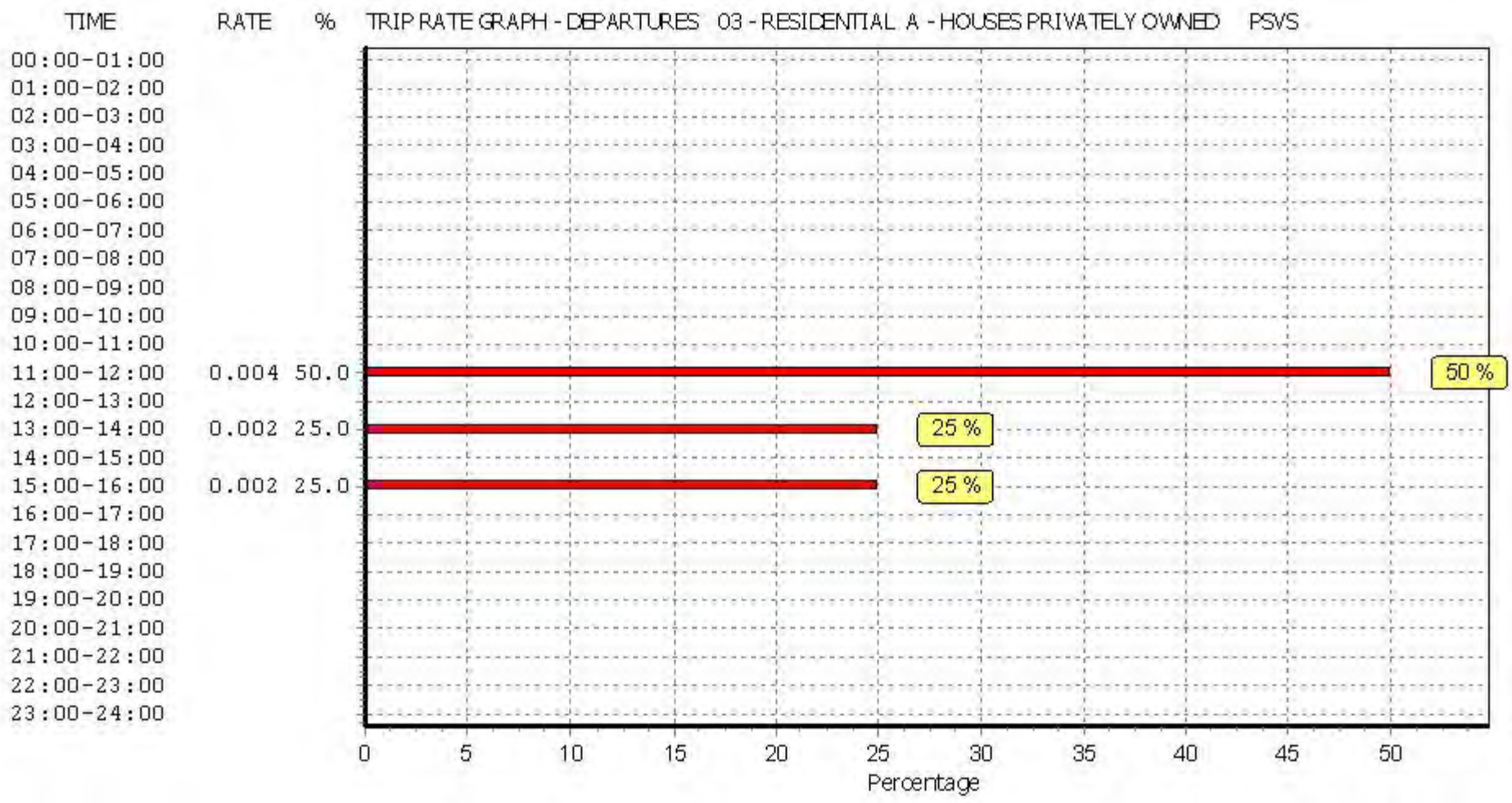
Parameter summary

Trip rate parameter range selected:	10 - 174 (units:)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.



This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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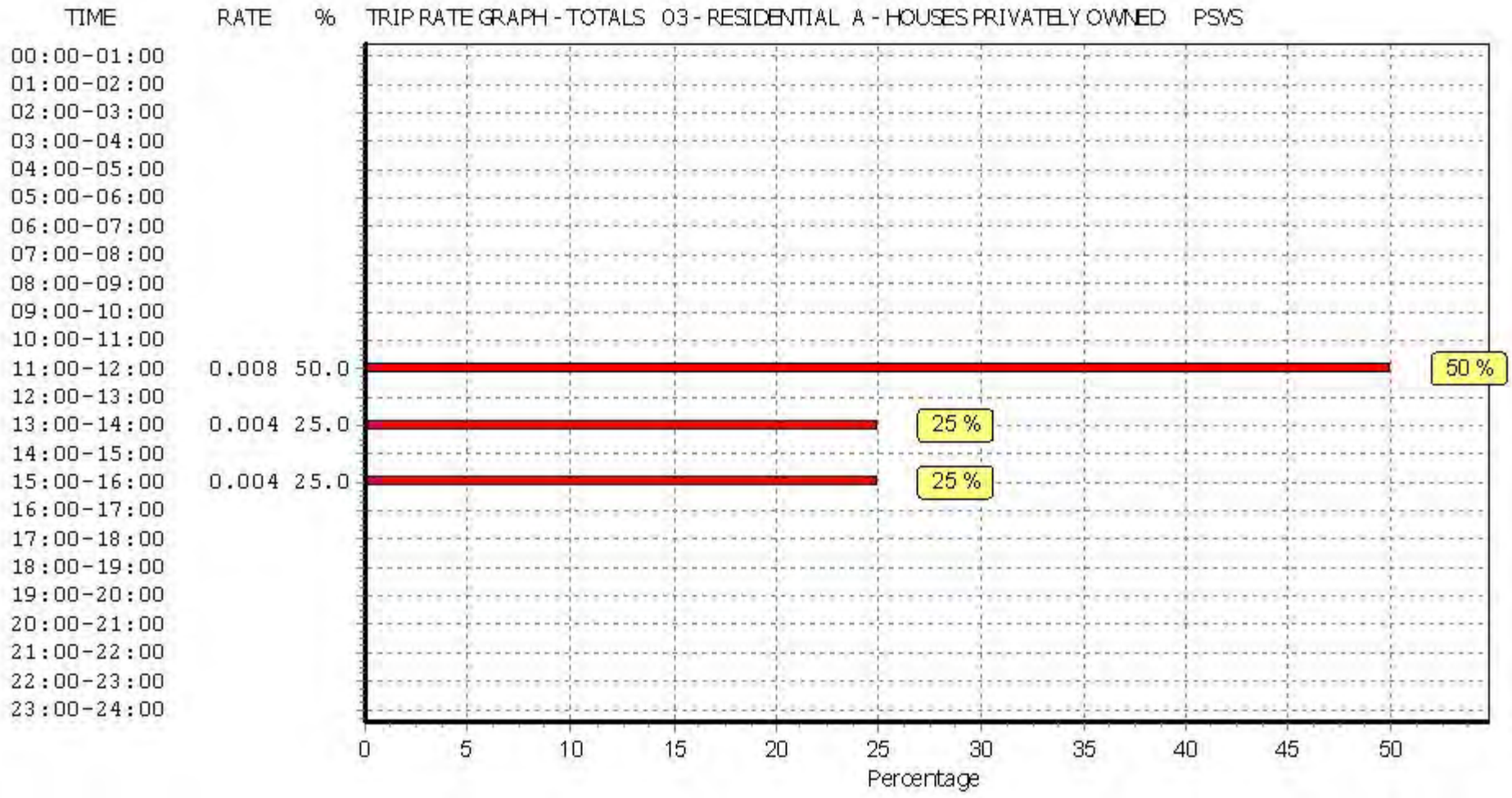

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	52	0.011	9	52	0.019	**9**	**52**	**0.030**
08:00 - 09:00	9	52	0.002	**9**	**52**	**0.021**	9	52	0.023
09:00 - 10:00	9	52	0.004	9	52	0.004	9	52	0.008
10:00 - 11:00	9	52	0.006	9	52	0.013	9	52	0.019
11:00 - 12:00	9	52	0.006	9	52	0.006	9	52	0.012
12:00 - 13:00	9	52	0.006	9	52	0.002	9	52	0.008
13:00 - 14:00	**9**	**52**	**0.015**	9	52	0.009	9	52	0.024
14:00 - 15:00	9	52	0.006	9	52	0.004	9	52	0.010
15:00 - 16:00	9	52	0.004	9	52	0.002	9	52	0.006
16:00 - 17:00	9	52	0.015	9	52	0.000	9	52	0.015
17:00 - 18:00	9	52	0.015	9	52	0.004	9	52	0.019
18:00 - 19:00	9	52	0.004	9	52	0.000	9	52	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.094			0.084			0.178

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	10 - 174 (units:)
Survey date date range:	01/01/08 - 13/11/15
Number of weekdays (Monday-Friday):	9
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
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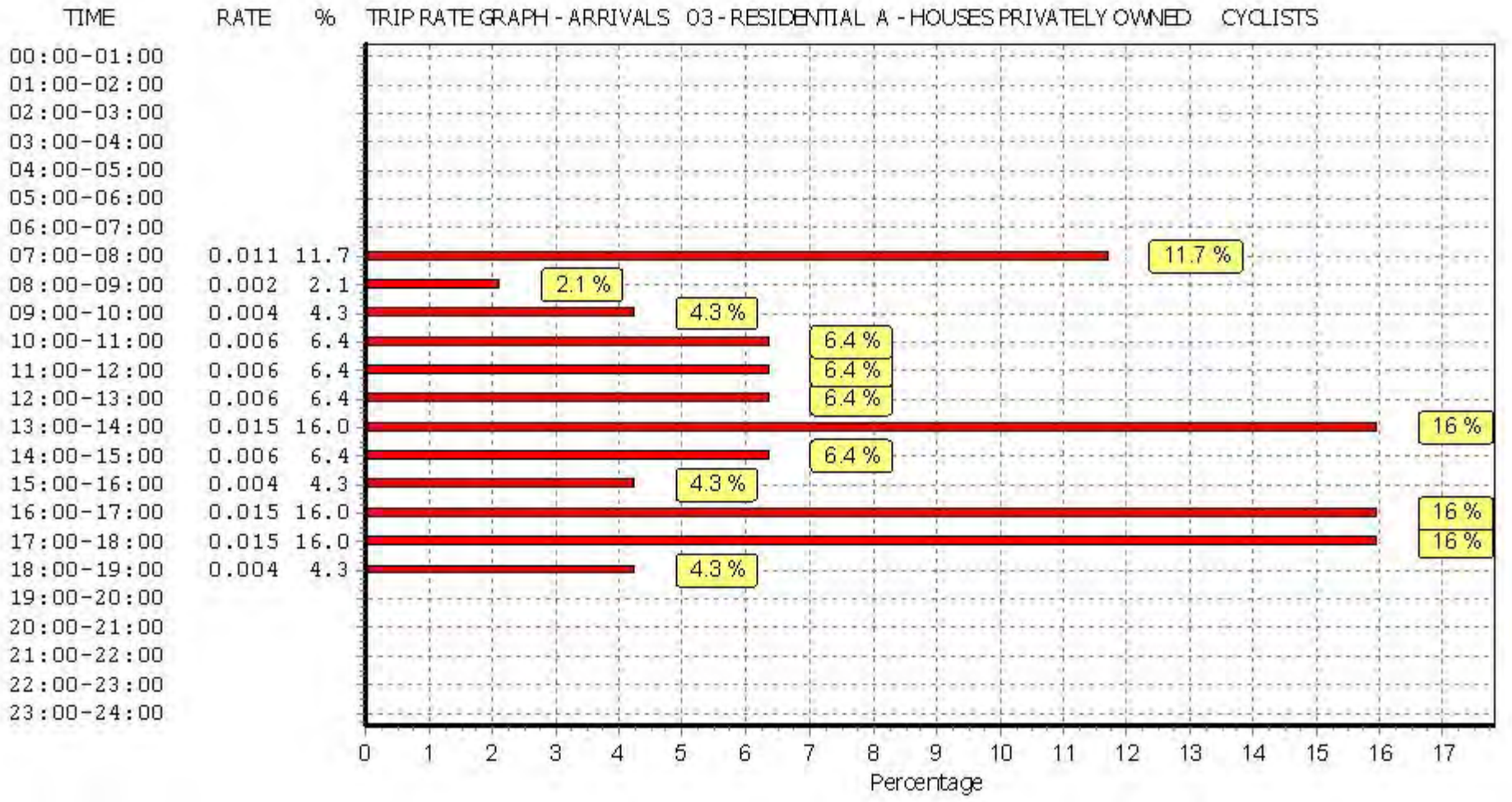
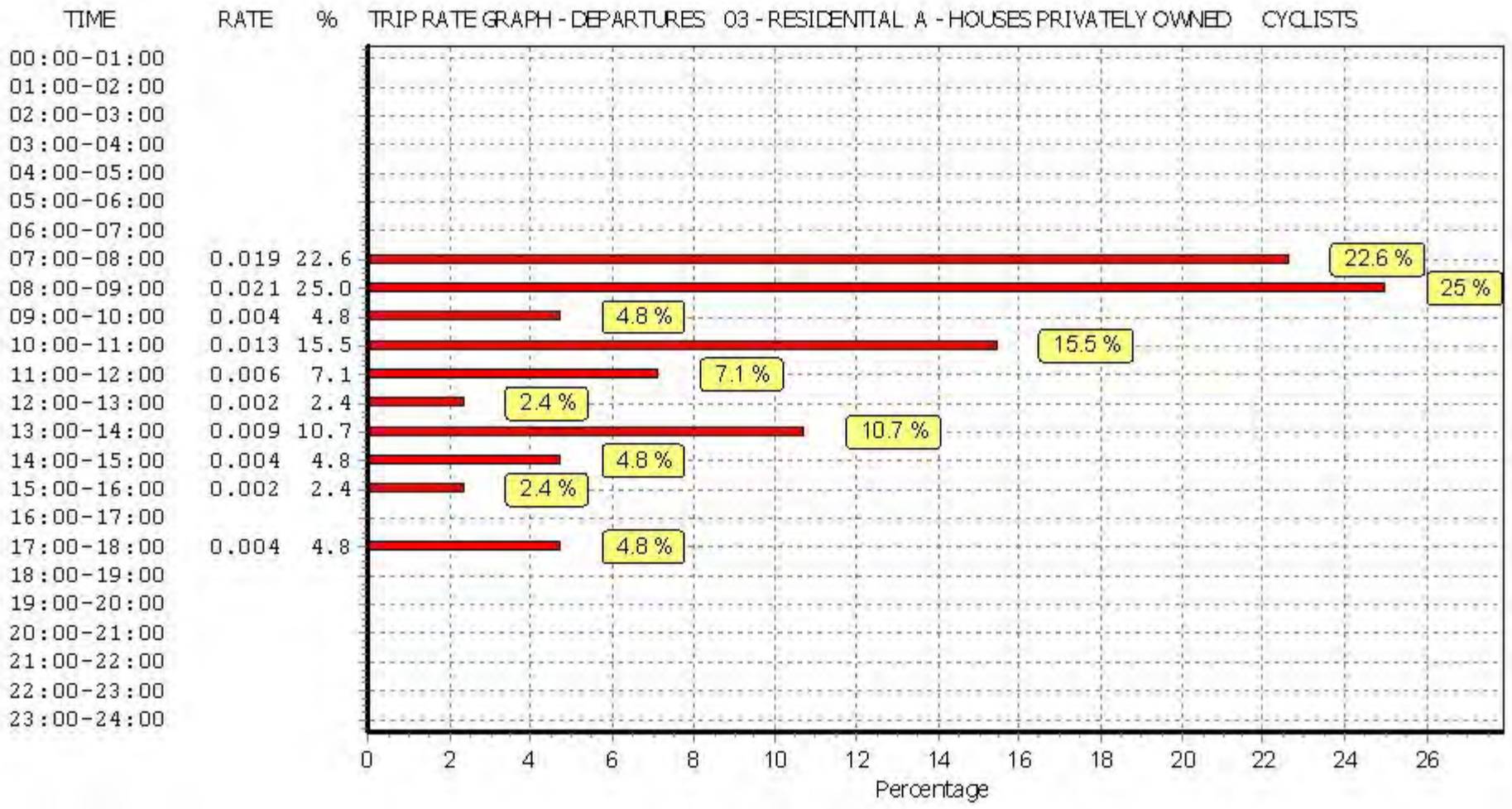


This graph is a visual representation of the trip rate calculation results screen. The same time periods and trip rates are displayed, but in addition there is an additional column showing the percentage of the total trip rate by individual time period, allowing peak periods to be easily identified through observation. Note that the type of count and the selected direction is shown at the top of the graph.



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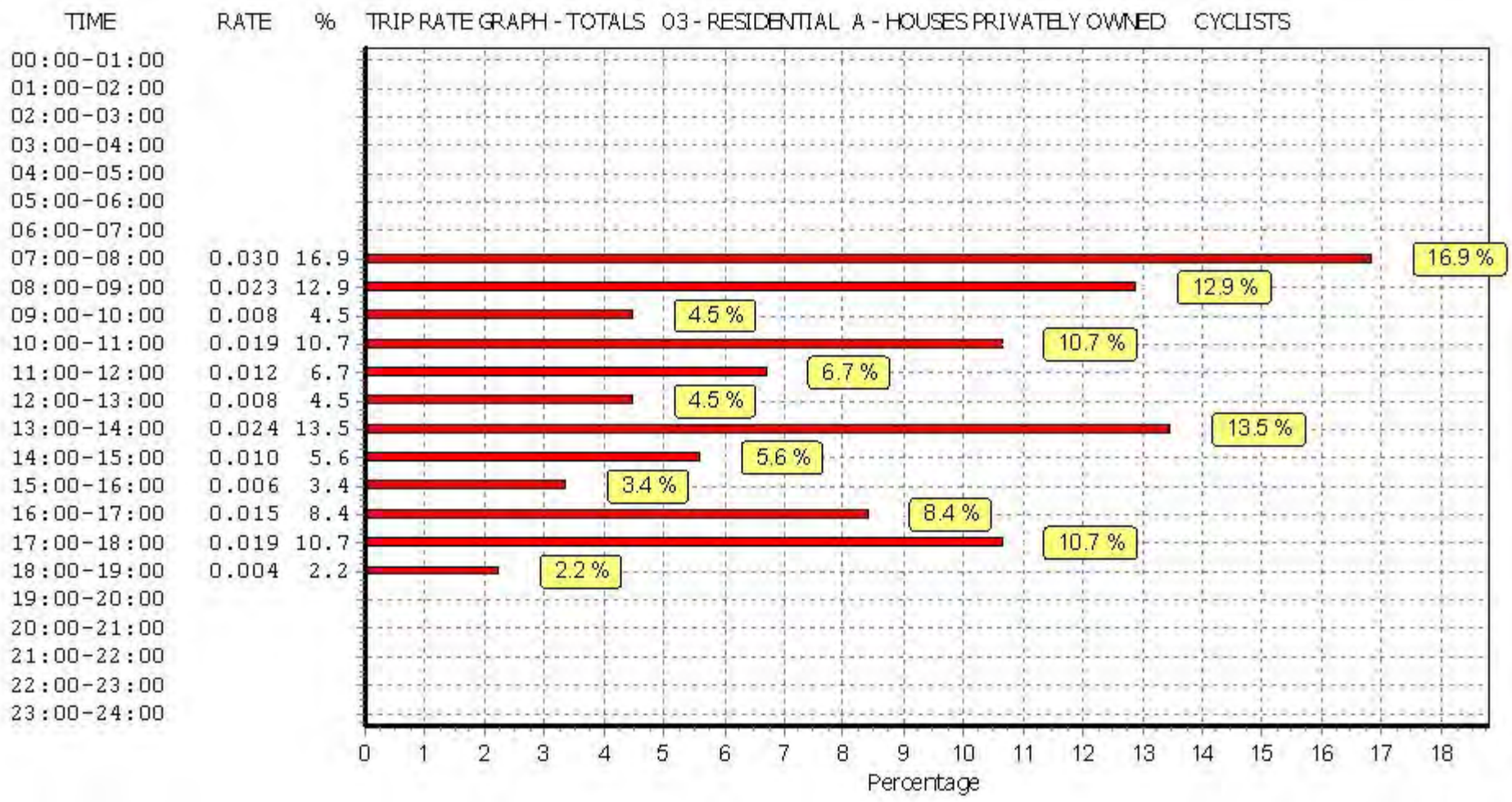

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Utilities Briefing Note (Weetwood)

Weetwood Services Ltd (Mold)
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e: info@weetwood.net
w: www.weetwood.net

Weetwood
Development • Planning • Environment

Proposed Development
Land off Higher Lane, Lymm

Utilities Briefing Note

Prepared by:	[redacted]
[redacted]	*Director, Weetwood Services Ltd.*
Date:	7 December 2016
Version:	Final v1.4

1 Introduction

Weetwood Services Ltd ('Weetwood') has been instructed by Damian Girvin, Marie Wronko and Ian Pimlott to undertake an investigation of the gas and electricity utilities in association with the proposed development of land off Higher Lane, Lymm. This report outlines the nature of the assets located at/within vicinity of the site, and how these can be accounted for within the masterplan.

1.1 Site Location

The site is located north of Higher Lane at Ordnance Survey National Grid Reference SJ 701 865, as shown in **Figure 1**. It is understood that the proposals are for residential led mixed use development, which would include a care home and retail land use.

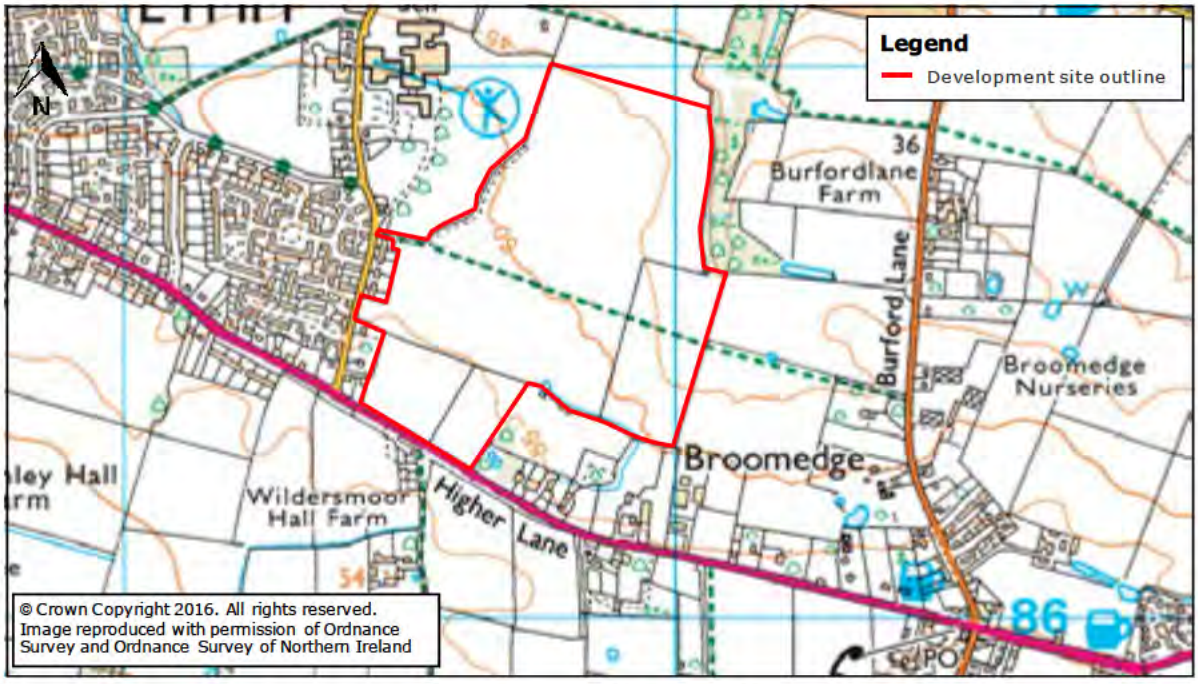


Figure 1: Site Location

1.2 Utility Providers

The utility service providers for the area are as follows:

Gas/Oil	Essar UK (managed by Penspen)
Electricity	Scottish Power Energy Networks (SP)

2 Existing Utilities (Gas and Electricity)

Utility asset records have been obtained from the relevant statutory undertakers in order to identify the type and approximate location of existing below and above ground infrastructure within the site and surrounding area.

Asset plans for the relevant companies are presented in **Appendices A to B**. The exact location, depth, size and materials of the individual services will need to be verified at the detailed design stage.

2.1 Gas/Oil

Penspen has advised[1] that the Stanlow to Carrington Multiple Pipelines runs through the centre of the site (**Figure 2**). This consists of six steel pipes, with a varying wall thickness of 6 mm to 12.4 mm, with an operational pressure of up to 90 Bar. Two of the pipelines are currently functional, transporting ethylene and propolyene.

Further enquiries have been made to ascertain the specific details for each individual pipe, which pipes are operational, and whether the non-operational pipes will be brought back into use in the future, and as information is received it will inform any necessary revisions to the masterplan.

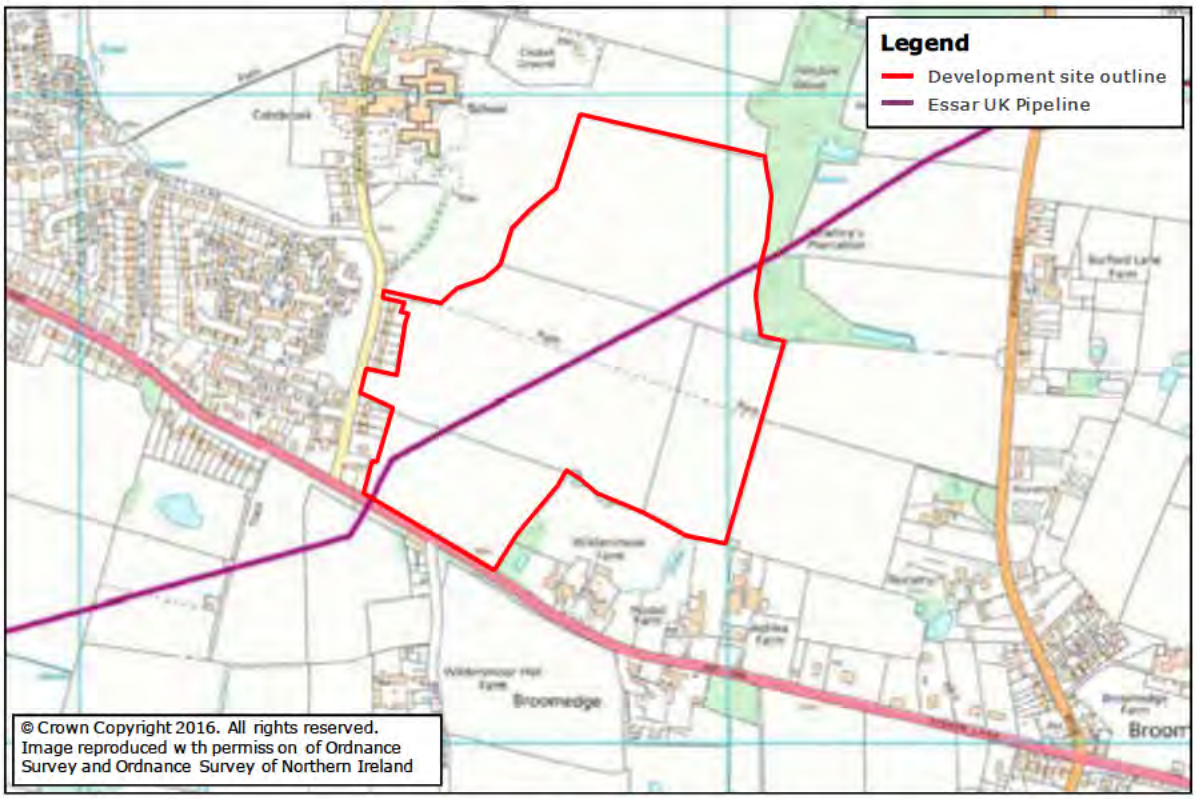


Figure 2: Essar UK Asset Plan

[1] Email from Penspen to Weetwood dated 18 November 2016

2.2 Electricity

SP has advised[2] that there is a 132 kV overhead line running along the eastern edge of site (**Figure 3**). There are also a number of cables located in the roadline/footpath of Higher Lane.

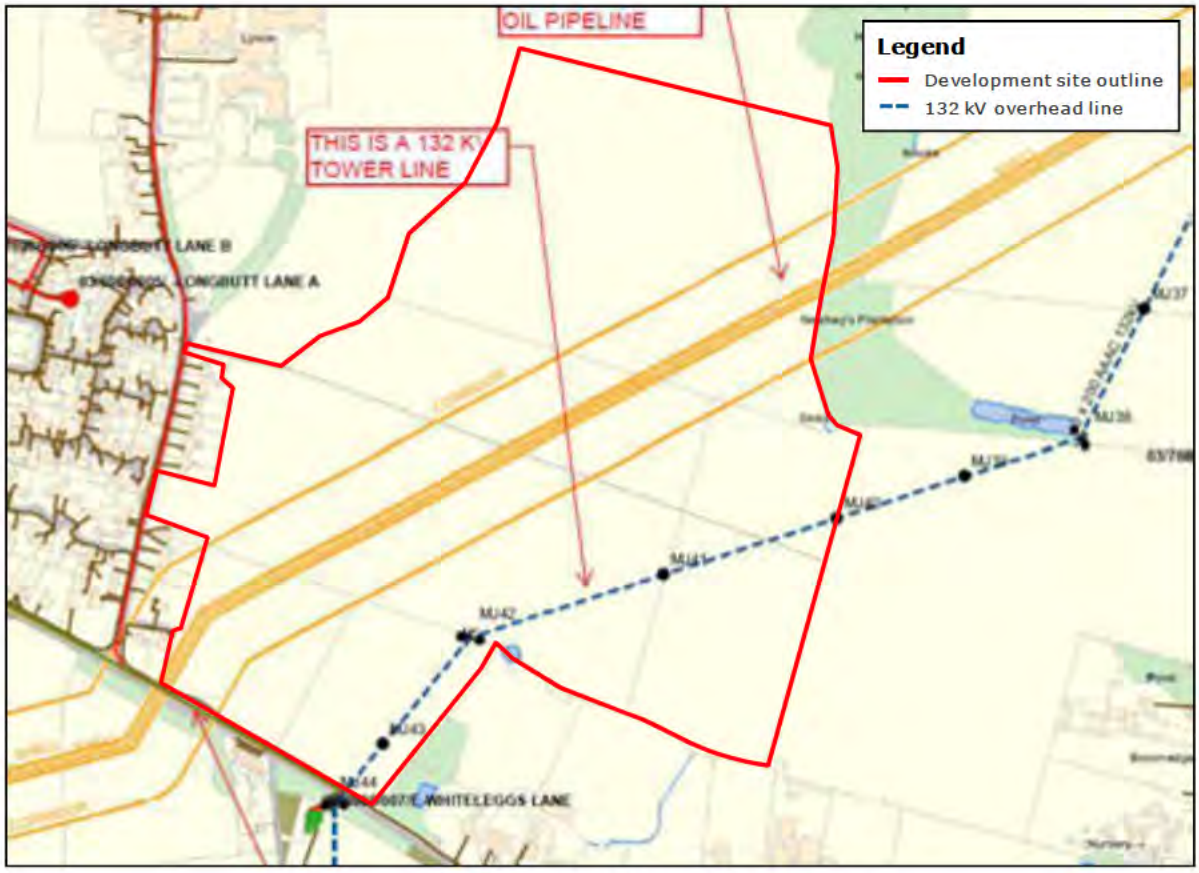


Figure 3: Scottish Power Asset Plan

[2] Email from Scottish Power to Weetwood dated 24 November 2016

3 Implications for Masterplan

3.1 Gas/Oil

Penspen has advised that a 100 feet (30 m) easement should be provided either side of the pipeline. Given that the asset is a major pipeline, it is unlikely that diversion will be a viable option.

Consultation with Penspen is ongoing, and as information is received it will inform any necessary revisions to the masterplan.

The Health and Safety Executive (HSE) has been consulted and has advised that the pipelines are classified as Major Accident Hazard Pipelines. **Figure 4** shows the HSE's Planning Advice for Developments near Hazardous Installations (PADHI) Zones that should be considered for the development. It should be noted that the Middle PADHI Zone shown on the plan correlates closely with the 30 m easement advised by Penspen.

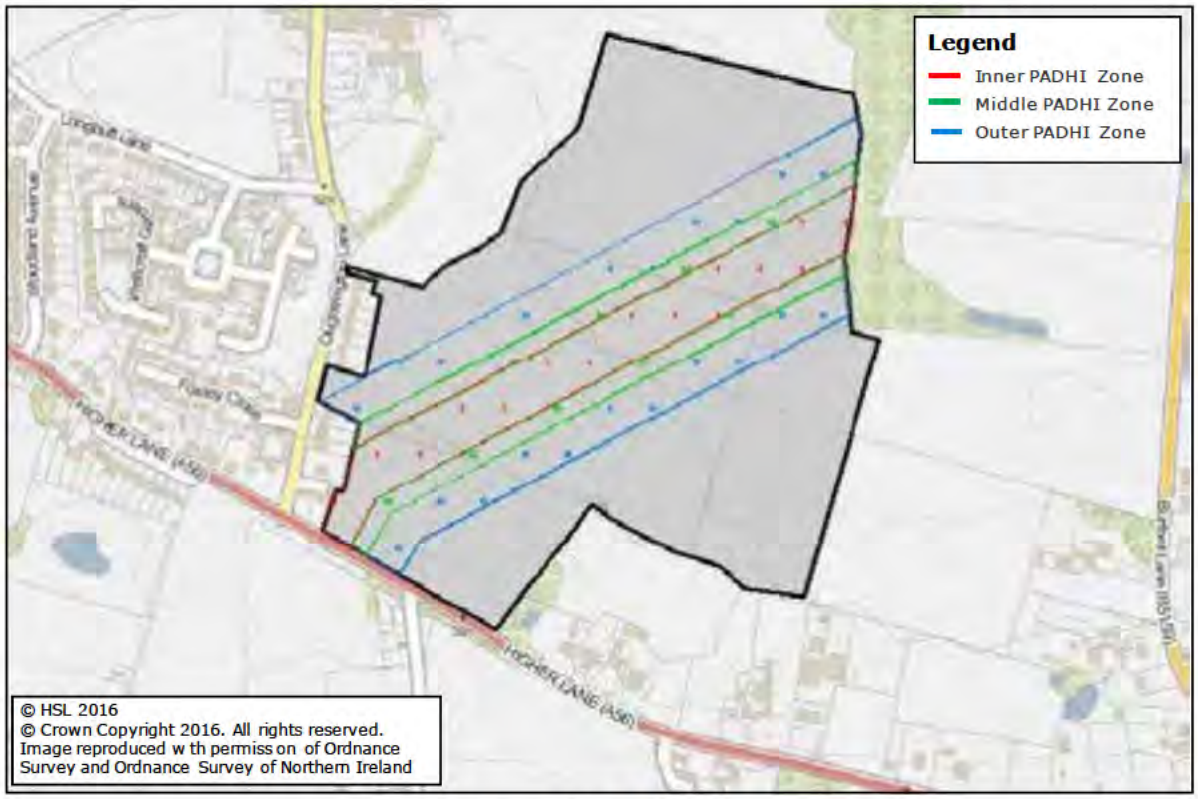


Figure 4: HSE PADHI Zones

The HSE's Land Use Planning Methodology document provides a guide on the types of development that may be permitted in the Inner, Middle and Outer Zones. According to this document, developments for more than 30 dwellings are normally considered to have a Level of Sensitivity of 3.

The 'Decision Matrix' provided within the document states that the HSE would advise against Level 3 developments in the Inner and Middle PADHI Zones. However, based upon the HSE's 'Decision Matrix', the HSE do not advise against Level 3 developments being introduced within the Outer PADHI Zone (see HSE's Land Use Planning Methodology Matrix – DAA Rating (Do not Advise Against the Development)).

Additionally, on-site access/estate roads (single carriageway) would be considered to have a Level of Sensitivity of 1; based on the HSE guidance, Level 1 development would be permitted in the Inner, Middle and Outer PADHI zones.

Based upon the information provided, the proposed care home will not be used for 24 hour care, and would therefore appear to be classified as having a Level of Sensitivity of 3.

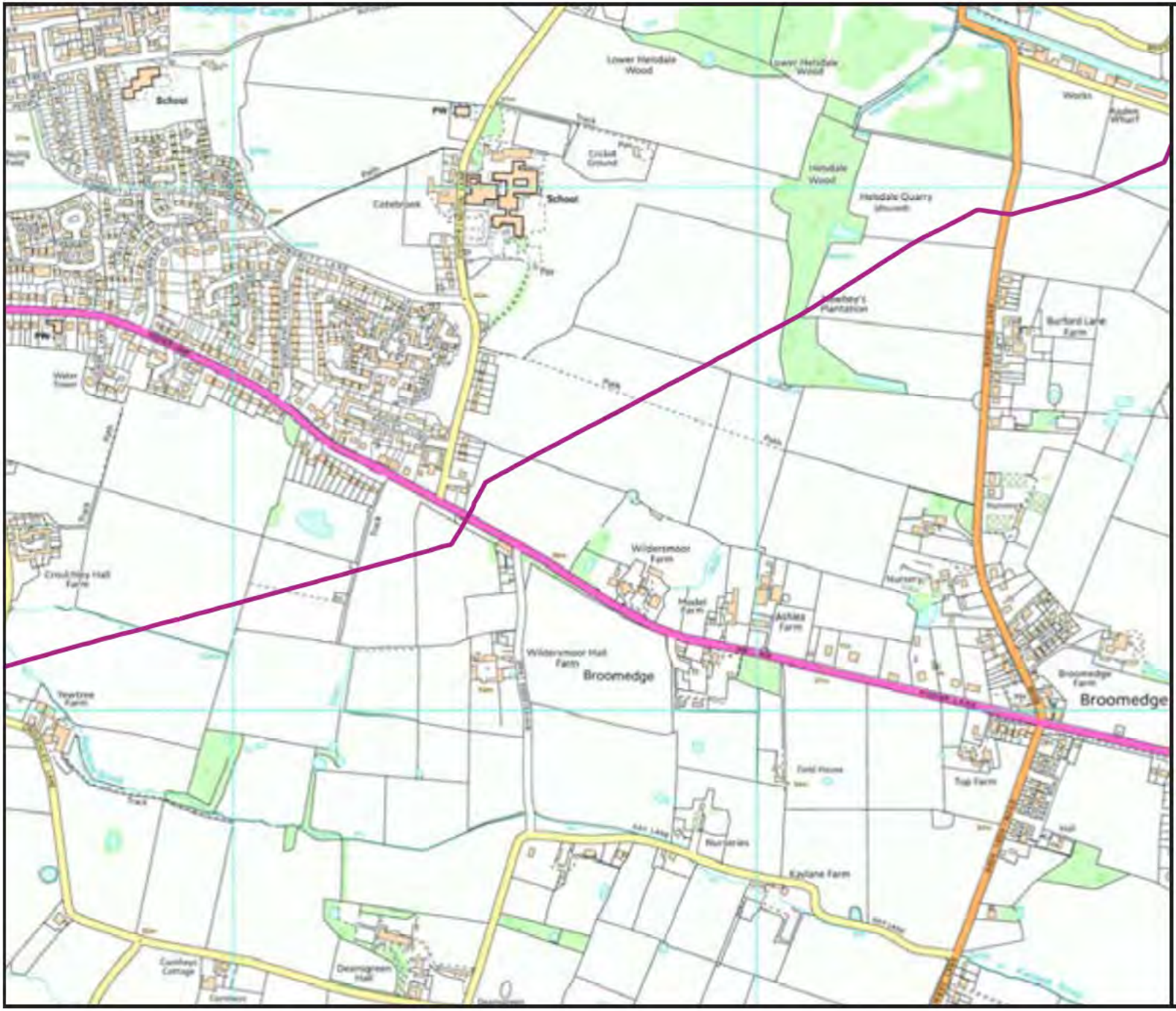
It is recommended that further discussions are undertaken with the HSE (and Penspen) to discuss the mitigation/protection options that may be incorporated to minimise the extent of the PADHI zones.

3.2 Electricity

Scottish Power has advised that there would be scope to divert the 132 kV overhead line. It is likely that the best option for diversion would be to 'ground' the existing line through the site.

Scottish Power has also advised that new legal agreements (i.e. easements) for the revised grounded route would need to be reached the proposed land owner. With regard to easement distances, the grounded cable option would require an easement strip that would enable access for repair; where the cable is not located in a footpath or road, the easement strip would need to be in the region of 2.50 m. Further discussions with Scottish Power would be needed to confirm the specific details of any required easements.

APPENDIX A:	Asset Record – Essar UK



This data is provided as a matter of courtesy and put forward in good faith but it is not in any sense warranted to be correct or complete or intended to be relied upon by the recipient. It is the user's responsibility to contact Shell in writing for specific details related to these underground pipelines.

Legend

- YP5000 - NWEP Standard Wall
- YP5000 - NWEP Heavy Wall
- YP1233-YP1225 - Stanlow to Carrington 6 Pipeline Common Easment
- p1068/1016Carrington - MSC Jetty
- YP4924 - Davyhulme
- YP2140 - Tranmere to Eastham ERL Line
- YP2272 - Stanlow to Runcorn
- YP1251 - Tranmere to Stanlow Crude Line
- YP3460 - Tranmere to Stanlow TEP

Essar Oil (UK) now operate all the pipelines previously operated by Shell UK

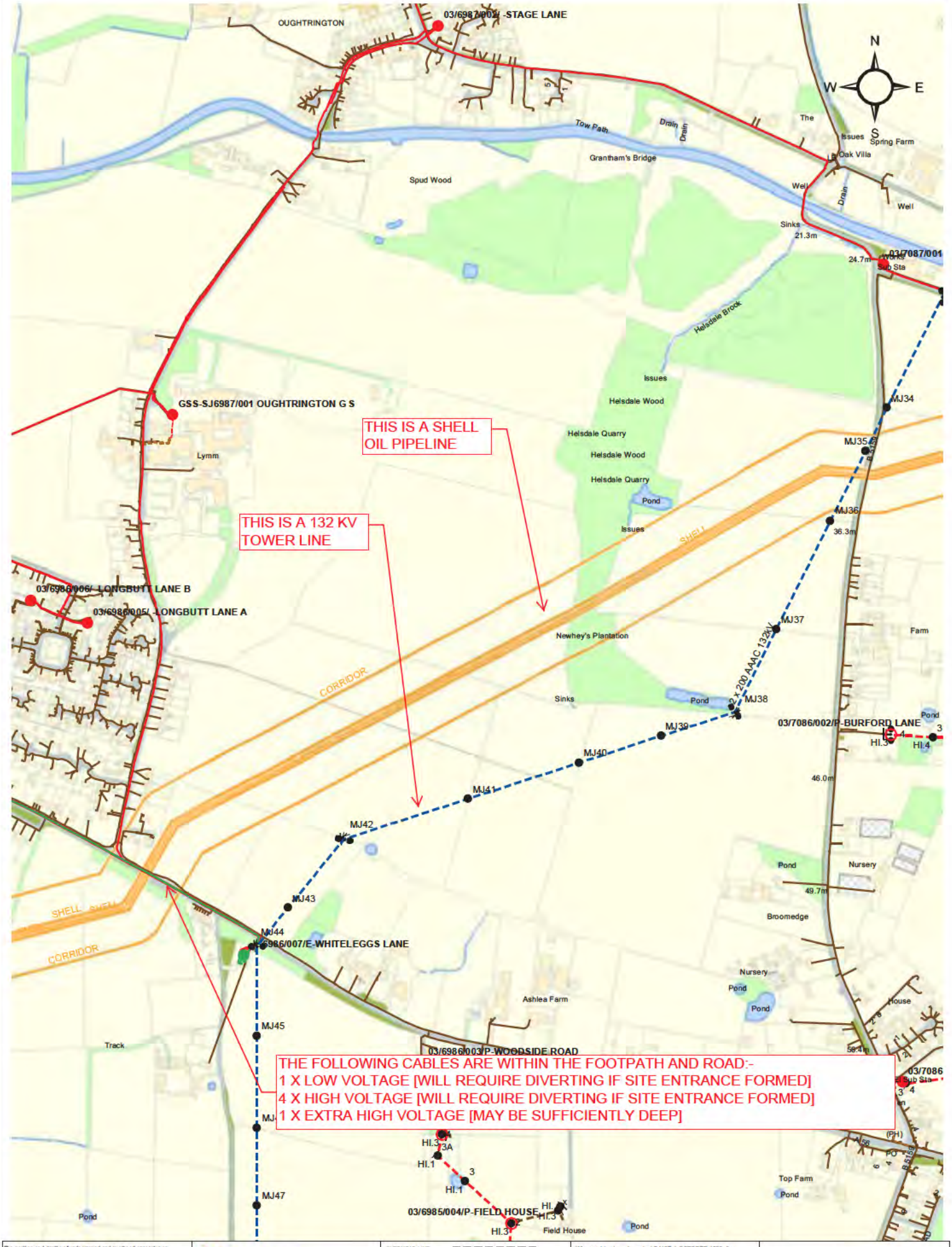
For any work within the vicinity please contact:
The Lands office
The Sidings,
Tebay, Cumbria
CA10 3XR.
Fax 015396 24195.
Tel 015396 24197.
Emergency no. 0800 220959.
r.palmer@greystaruk.com

ESSAR

Cross Country Pipelines
NW England / SE Scotland
Formerly operated by Shell UK

1 centimetre = 74.744416 meters

APPENDIX B:	Asset Record – Scottish Power Energy Networks



The position and depths of underground and overhead apparatus as indicated on this plan are approximate and are intended for guidance only. The depths may have changed if the land surface levels have altered. You are also informed that the plan may not show, or may inaccurately show, individual property services and services to street lighting installations. The onus of locating the apparatus precisely before commencing any excavations or other works in the immediate vicinity therefore rests entirely upon the person undertaking or responsible for those works. Before any such works are undertaken the precise location of the apparatus and cables should therefore be ascertained by suitable means. In the event of an emergency or for further assistance please contact 0800-092-9290 (Scottish Power area) or 0800-001-5 00 (SP Manweb area).

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SP ENERGY NETWORKS

SP Manweb plc
Registered Office: c/o PowerSystems
3 Prenton Way, Prenton, CH 3 3ET
Registered in England and Wales No 2366937

OVERHEAD LINE

UNDERGROUND CABLES
In Use
Out of Use
Assumed route

VOLTAGE COLOUR KEY

EHV	132kV	BLUE
	33kV	GREEN
HV		RED
LV		BROWN

Where cables have been laid S NCE 1 OCTOBER 1988, the following depths in mm apply (to the tops of cables or ducts) UNLESS OTHERWISE SHOWN, but see comments. (TO TOP OF CABLE, ADD 75mm FOR BOTTOM OF TRENCH)

	EHV	HV	LV
FOOTPATHS :	775	600	50
ACROSS ROADS :	775	700	600
ALONG ROADS :	775	700	600
AGRICULTURAL :	910	910	910

Your attention is drawn to the Health and Safety Executive Booklet HSG 7, available from HSE.

DATE	24/11/2016
SCALE	1 : 4,931
MAP REFERENCE	369,917 386,665

0 15 30 60 90 120 Metres

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Delivering client focussed services

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Flood Consequences Assessments
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Foul Water Drainage
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River Realignment and Restoration
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Sequential, Justification and Exception Tests
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