



**Warrington Borough Council Local Plan  
Preferred Development Option Regulation 18  
Consultation**

**LAND OFF RUSHGREEN ROAD, LYMM  
TRANSPORT APPRAISAL**

**Client: Peel Investments (North) Ltd  
27 September 2017**



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i-Transport Ref: SEE/dc/ITM13244-001A R

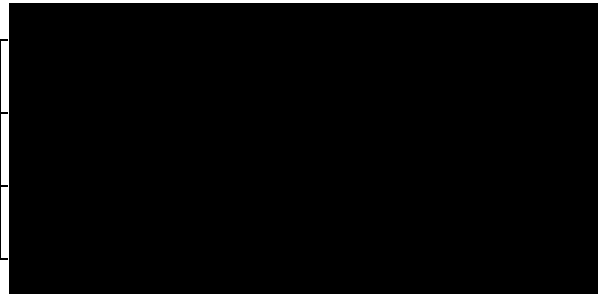
Date: 27 September 2017

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## QUALITY MANAGEMENT

Report No.	Comments	Date
ITM13244-001R	Draft	12/09/17
ITM13244-001AR	Final	27/09/17



File ref: Z:\Projects\13244\ITM Land of Rushgreen Road, Lymm\Admin\Report and Tech Notes\ITM13244-001A R.docx

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## **SECTION 1 INTRODUCTION**

### **1.1 Warrington Local Plan Review**

1.1.1 Warrington Borough Council (WBC) is currently undertaking a review of its Local Plan which will guide development in the Borough to 2037. The Council has now prepared its Preferred Development Option (PDO) and is consulting on this.

1.1.2 WBC's consultation document of July 2017 sets out how the PDO was developed using a four stage process and then summarises the PDO. This identifies four main areas of growth: the city centre; the Waterfront; a Garden City Suburb in the south east quadrant of the town; and a south west urban extension. Further development is planned throughout the urban area and within Warrington's outlying settlements.

1.1.3 The PDO is summarised on Figure 9 of the consultation document, identifying the number of new dwellings and quanta of employment floorspace within the various development areas.

### **1.2 Peel's Land Interests**

1.2.1 Peel is a major North West based investor and development company with a successful track-record in delivering growth and major projects including the Trafford Centre and Media City UK. Peel owns c.1.2million sqm of property and 15,000 hectares of land and water. Peel has significant interests in Warrington Borough including at the Waterfront, south west urban extension and in the outlying settlements.

1.2.2 Peel has specific interests at land off Rushgreen Road in Lymm which is capable of delivering up to 411 new residential dwellings located close to existing facilities and services, Lymm town centre and sustainable transport networks.

1.2.3 The main representations prepared by Turley explain how the site can make a very significant contribution to meeting the housing needs of Warrington over the plan period.

### **1.3 Report Structure**

1.3.1 This transport appraisal considers the key transport and highways related aspects of the sustainable development proposals off Rushgreen Road in Lymm.

1.3.2 The background to the consideration of sites by WBC and the overall policy position, focussing on transport, is set out in Section 2.0. Section 3.0 explains the development proposals including the opportunity that development at Lymm presents to deliver a sustainable community. The key ‘tests’ of the National Planning Policy Framework (NPPF) paragraph 32 are then considered: Section 4.0 shows that the site will be accessible and sustainable; Section 5.0 demonstrates how access will be provided to the site; Section 6.0 outlines the broad scale of traffic impacts.

#### 1.4 **Conclusions**

1.4.1 A summary of the overall conclusions is presented at Section 7.0. The key conclusions of this appraisal are:

- i) The site will meet the transport related objectives of the Council’s Core Strategy as well as its policies related to general transport principles (MP1), active travel (MP3) and public transport (MP4). Furthermore, it will meet objective W4 of the Local Plan and, considering the five specific accessibility criteria defined by the Council, it will result in strong positive effects by meeting three of these and positive effects by meeting one.
- ii) The development of the site will therefore fully accord with the NPPF objective related to sustainable travel, with opportunities for such modes taken up.
- iii) Access to the site is proposed at two locations and feasibility level designs have been produced and the capacity of these considered. Both will operate satisfactorily. Access to Peel’s land is controlled by Peel and is deliverable and achievable. It is therefore also considered that satisfactory access can be provided in accordance with the NPPF.
- iv) The residual cumulative traffic impacts of development on the site will not be severe and therefore, in accordance with NPPF, development should not be prevented on transport grounds.

1.4.2 Overall, it is therefore concluded that the site off Rushgreen Road in Lymm is suitable for allocation in the Council’s Local Plan and will form a sustainable development that can provide much needed housing.

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## SECTION 2 BACKGROUND

### 2.1 Transport Policy Context

2.1.1 This section considers both national and local policy related to transport and, in particular, how this frames the consideration of development proposals. Policy aspects of WBC's consideration of the PDO and allocation of sites are set out in Section 2.2 below and, where relevant, in Sections 4.0, 5.0 and 6.0 related to accessibility, access and traffic impacts.

#### National Planning Policy Framework (NPPF)

2.1.2 Paragraph 14 of the NPPF sets out the presumption in favour of sustainable development noting that at plan-making stage, local planning authorities should positively seek opportunities to meet the development needs of an area.

2.1.3 The specific transport policies of the Framework are contained within its Part 4, the section of the document related to Delivering Sustainable development.

2.1.4 Paragraph 32 sets out the key 'tests' for the consideration of the transport aspects of development, stating that:

**'All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:**

- **the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;**
- **safe and suitable access to the site can be achieved for all people; and**
- **improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'**

2.1.5 Issues related to the suitability of the site, access and traffic impacts are set out in Sections 4.0, 5.0 and 6.0 respectively.

2.1.6 Paragraph 30 notes:-



**“Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport”**

2.1.7 In addition, Paragraph 34 states that:

**‘Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.’**

2.1.8 These submissions will demonstrate that the proposals will facilitate and maximise the use of sustainable travel modes.

2.1.9 Paragraph 35 considers the location and design of developments, and notes that:

**‘Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to**

- **accommodate the efficient delivery of goods and supplies;**
- **give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;**
- **create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;**
- **incorporate facilities for charging plug-in and other ultra-low emission vehicles; and**
- **consider the needs of people with disabilities by all modes of transport.’**

2.1.10 Paragraph 37 goes on to note:

**‘Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities’**

2.1.11 Paragraph 38 considers larger scale residential developments noting:

**“...planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties”**

2.1.12 The proposals at Lymm will include an extension to an existing primary school which is located on the site boundary, are close to Lymm High School and will be near an extensive range of facilities and services in Lymm town centre and others which are even closer to the site. Thus travel distances and journey lengths will be minimised and active travel modes will be promoted. This is considered in Section 4.0.

2.1.13 Planning Practice Guidance (PPG) sets out further guidance on how the policies in the Framework should be applied and this has been considered in the preparation of this transport appraisal.

#### Warrington Local Plan

2.1.14 The Core Strategy of the Warrington Local Plan was adopted by the Council in July 2014. Following a legal challenge, parts of the plan related to the housing target and new homes at Omega were overturned. All other policies within the Plan remain unaltered.

2.1.15 Policy CS1 'Overall Spatial Strategy – Delivering Sustainable Development' notes that development proposals that are sustainable will be welcomed. It goes on the note that, to be sustainable, development must accord with national and local planning policy frameworks, taking into account other material considerations, and notes that it must have regard to a range of issues/factors including:-

- “ • **the need to develop sites, services and facilities in appropriate locations accessible by public transport, walking and cycling;**
- **the need to make best use of existing transport, utility, social and environmental infrastructure within settlements, and ensure additional provision where needed to support development.”**

2.1.16 Policy CS2 sets out principles related to the quantity and distribution of development and Policy CS4 Transport notes:

**“Using the principles set out in Policy CS2, development will be located to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally.”**

2.1.17 Thematic policies related to transport are set out in Section 11 of the Core Strategy 'Making the Place Work' with both objectives and policies defined. The objectives include:

### **“Objectives**

**Ensure all new residential development is built in sustainable locations with walking, cycling and public transport access to employment, health, education, leisure facilities and fresh food (Objective T1).**

**Ensure that any commuting into or out of the borough is as sustainable as possible, making best use of public transport including Strategic Park and Ride facilities and ensuring that transport hubs within the borough are linked to employment areas (Objective T4).**

**Encourage walking and cycling for both utility and recreation on existing routes by making roads and other routes safer, convenient, and more enjoyable for walking and cycling and increase the functionality of Green Infrastructure to facilitate walking and cycling where appropriate (Objective T6).**

**Ensure new large scale development and existing development at key locations such as Warrington Hospital and schools are as sustainable as possible and explore demand management measures as part of travel planning to reduce dependence on the private car and improving accessibility to alternative modes of travel, particularly from deprived areas (Objective T7).**

**Ensure that opportunities are taken to extend and enhance the existing public rights of way network (Objective T10).”**

with the General Transport Principles set out in Policy MP1:-

**“To secure sustainable development the Council and its partners will support proposals where they:**

- **reduce the need for private car use through its location, travel planning and marketing (smarter choices) and other measures to change travel behaviour.**
- **Consider demand management measures including the effective reallocation of road space in favour of public transport, pedestrians and cyclists.**
- **Adhere to locally determined car and cycle parking standards.**
- **Mitigate the impact of development or improve the performance of Warrington’s Transport network, including the Strategic Road Network, by delivering the site specific infrastructure which will support the proposed level of development.”**

2.1.18 Policy MP3 relates to Active Travel and notes:-

### **“Active Travel**

**The Council will expect that a high priority will be given to the needs and safety of pedestrians and cyclists in new development.**

**New development should not compromise and should contribute to enhancing and developing integrated networks of continuous, attractive and safe routes for walking and cycling including improvements to roads, Rights of Way and the Greenway Network (as shown on the Policies Map). This should include appropriate segregation of users and appropriate priority should be given to users at junctions. Where appropriate the Council will consider the use of conditions or planning obligations to secure such improvements.**

**Enhancements and improvements should look to increase accessibility and make the most of potential environmental, social and health benefits.**

**Particular priority will be given to routes linking residential areas (especially those in recognised areas of deprivation) with employment areas, transport interchanges, schools, Warrington hospital and other local services and facilities.”**

2.1.19 Policy MP4 considers Public Transport:-

**“Public Transport**

**The Council will aim to secure improvements to public transport infrastructure and services (including bus, rail and taxi/private hire) in partnership with operators and delivery partners.**

**In accordance with the overall Spatial Strategy, development should be located in areas with easy access to public transport. Development should aim to make public transport a viable and attractive alternative by;**

- **Integrating with existing public transport infrastructure and services as far as possible, and**
- **Providing additional public transport infrastructure and services that are reasonably related in scale to the proposed development where existing facilities are not available or are in need of improvement, provided this does not impact on the deliverability of the scheme.**

**Where appropriate the Council will consider the use of conditions or planning obligations to secure these improvements.”**

2.1.20 These policies are considered throughout this appraisal and are referenced, where appropriate, in Sections 4.0 – 6.0.

2.1.21 The PDO consultation document includes strategic objectives for the Local Plan including:-

**“W4 To provide new infrastructure to support Warrington’s growth, reduce congestion and promote sustainable transport options, whilst reducing the need to travel and encourage active lifestyles.”**

Warrington Local Transport Plan

2.1.22 This document sets out the Local Transport Plan (LTP) strategy for the period 2011 – 2030. The objectives of the plan include:-

**“To build and manage a transport network that:**

- ✓ **Is integrated and customer focused and reduces the need to travel by car.**
- ✓ **Enables the regeneration of the Borough and supports economic growth.**
- ✓ **Maintains the highway, minimises congestion for all modes of travel and enables Warrington’s ‘smart growth’.**
- ✓ **Improves everyone’s access to health, employment, education, culture, leisure and the natural environment.**
- ✓ **Improves everyone’s access to the town centre by all modes of travel.**
- ✓ **Enhances accessibility for those in disadvantaged communities or groups.**
- ✓ **Improves neighbourhoods and residential areas.**
- ✓ **Improves safety and security for all modes of travel.**
- ✓ **Reduces the impact of traffic on air quality in Warrington and helps to reduce carbon emissions and tackle climate change.**
- ✓ **Makes Warrington safer, sustainable and healthier.**
- ✓ **Integrates with transport networks outside Warrington to enhance the sustainability of cross boundary travel.”**

2.1.23 The plan includes seven themes related to different aspects of transport and these are considered in this report: Active Travel, Public Transport and Smarter Choices (Section 4.0 – Sustainability and Accessibility); Safety and Security (Section 5.0 – Access); and Managing Motorised Travel (Section 6.0 – Traffic Impacts).

## 2.2 Growth in Outlying Settlements

2.2.1 Peel's proposals at the site off Rushgreen Road in Lymm comprise the development of up to 411 residential dwellings. The PDO proposes incremental growth in the outlying settlements with up to 500 new homes identified at Lymm/Oughtrington through green belt release. It is understood this is based on a 10% expansion of the existing settlement.

2.2.2 The four-stage process adopted by the Council to derive the PDO does not appear to take account of any numerical analysis of the transport system that would result in a cap on growth (of 10%) in Lymm or the other outlying settlements.

2.2.3 Stage 1 identifies development needs and land requirements and Stage 2 sets the objectives for the Local Plan. Stage 3 assesses high level spatial options with option 3 being extension in one or more settlements with the remainder of the growth adjacent to the main urban area. The Council's 'Area Profiles and Options Assessment' Technical Note (July 2017) states:-

**"For the outlying settlements, the Council applied the following assumptions in defining the growth scenarios:**

**(i) 'Incremental growth' – based on a level of development that could be accommodated by existing infrastructure, subject to minor expansion of that infrastructure, up to 10% of settlement size."**

2.2.4 The process adopted, Figure 2 of the PDO document, states that the evidence base for stage 3 included a 'Transport Review'. Further detail is given at 4.46 and 4.47 of PDO document, noting:-

**"In order to help inform the options appraisal process, the Council prepared Area Profiles for... each of the outlying settlements" (4.46)**

and

**"these profiles provide a detailed assessment of the capacity of... the transport network." (4.47)**

2.2.5 Examination of the area profile for Lymm includes consideration of the assessment criteria for objective W4, noting:

**"Local Highways Network. No current significant issues during peak hours."**

Other criteria related to the strategic highways network, public transport and active travel do not raise detailed constraints. The Council note that Lymm has no railway station and that Lymm has poor walking and cycling connections to Warrington. Walking connections are simply a function of the distance between Lymm and Warrington (c.10km) and the same is the case regarding cycle connections albeit a dedicated largely off road route is available (and considered further in Section 4.0 of this report).

- 2.2.6 It is understood that the transport review did not include any quantitative analysis. No analysis of the capacity of the existing transport system, the impacts of traffic generated by development and the potential to introduce improvements to facilitate growth has been undertaken. Indeed, the PDO notes (5.49) that the development numbers in each settlement will depend on detailed assessment including transport impacts. It is understood this will be undertaken with the Council's new traffic model which is not yet available.
- 2.2.7 There is therefore no justification, based on sound evidence of transport capacity, to limit development in Lymm (or the other outlying settlements) to an arbitrary 10% increase.
- 2.2.8 This report, which complements the main submissions prepared by Turley, identifies the potential of the site off Rushgreen Road at Lymm to contribute to growth in the borough in a sustainable manner.

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## SECTION 3 DEVELOPMENT PROPOSALS

### 3.1 Site Location

3.1.1 The site is located immediately adjacent to the settlement of Lymm. It is c.1km from the centre of Lymm at Eagle Brow by Lower Dam. The location of the site is shown on Figure 3.1.

3.1.2 Given its position, the site is very well related to the settlement of Lymm. Its southern boundary is formed by the Bridgewater Canal with its western and northern boundaries formed by existing residential dwellings and its eastern boundary by Oughtrington Primary School and existing dwellings at Bridge Close off Oughtrington Crescent.

3.1.3 The site is c.25 hectares in size and currently comprises underused agricultural land including a number of paddocks. The site is designated as Green Belt within the Warrington Unitary Development Plan.

### 3.2 Masterplan

3.2.1 A concept masterplan of the site has been developed by Randall Thorp and is included in the main representations prepared by Turley. The masterplan shows residential development of up to 411 dwellings. Four areas of development are considered, each increasing the scale of development on the site:-

- i) Land wholly controlled by Peel, accessed via Bucklow Gardens (Area 1).
- ii) Peel land and additional land to its south and east controlled by the Council, also accessed via Bucklow Gardens (Area 2).
- iii) Peel land, WBC land and land to the west, accessed via Bucklow Gardens (Area 3)
- iv) The 'full' site including land to the west of the Peel land in a variety of ownerships accessed from an existing access to Tanyard Farm and Bucklow Gardens (Area 4).



- 3.2.2 Access to the site is considered in detail in Section 5.0 below: as noted above, the main access to the eastern part of the site will be via Bucklow Gardens with a potential secondary/emergency access via Howard Avenue. The western part of the site would be via the existing access to Tanyard Farm off Rushgreen Road.
- 3.2.3 The site's southern boundary is the Bridgewater Canal. The masterplan shows a significant landscaping belt running along the canal between the tow-path and built development on the site. Several additional landscape corridors are shown on the masterplan and a LEAP near the centre of the site.
- 3.2.4 Oughtrington Primary School is located to the east of the site and an extension to it is proposed as shown on the masterplan.
- 3.2.5 Public rights of way (public footpaths) run partially along the northern boundary of the site and wholly along the southern boundary; the PRow are indicated on the concept masterplan. FP43 forms part of the Cheshire Ring Canal walk, running along the canal tow-path. FP4 runs from Dyers Lane to Oughtrington Crescent. Green links and corridors will be extended through the proposed residential site and these will connect the green space infrastructure. The green links could also accommodate pedestrian and cycle routes. Sustainable urban drainage features will create further amenity for the open space as well as creating a new habitat to promote diversity of wildlife species.
- 3.2.6 The design and layout of transport corridors within the site and connections off it will focus on creating places. Street and place design will start with pedestrians and cyclists having priority with managed car access.
- 3.2.7 Street design will follow the principles of Manual for Streets, 'Living Streets' and modern design guidance such as the Handbook for Cycle Friendly Design and will result in streets that are destinations worth visiting. Shared surfaces will be encouraged. Speed limits will be low with an appropriate hierarchy developed, making it the norm to travel slowly within the site. The site will be designed for the mobility impaired with full account taken of 'Inclusive Mobility' requirements.

3.2.8 The masterplan shows the location of Oughtrington Primary School and the potential to deliver an extension to it. Lymm High School on Oughtrington Lane is located close to the site c.600m south of the footpath connection at Oughtrington Crescent and c.500m from the Bridgwater Canal tow-path. The presence of these schools will reduce off-site trip making and provide for education needs locally. There is a very good prospect of the vast majority of school trips being made locally or adjacent to the site. Information from the National Travel Survey (NTS) demonstrates that trips to local schools are predominantly made on foot:-

**Table 3.1: NTS Modal Split of Trips to School**

Main Mode	Aged 5 – 10 Years		Aged 11 – 16 Years	
	Under 1 mile (1.6km)	All lengths	Under 1 mile (1.6km)	All lengths
Walk	78%	44%	87%	37%
Bicycle	2%	1%	3%	2%
Car/Van	20%	48%	8%	26%
Bus	-	6%	2%	29%
Other	-	1%	-	5%
<b>Total</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

3.2.9 All of the residential dwellings will easily be within one mile (1.6km) of the existing primary school and Lymm High School, many at distances much less than this. School aged children will therefore be able to walk to their local schools with very few car trips likely to be made.

3.2.10 Thus the design philosophy of the masterplan will encourage sustainable travel with local trip making, contributing to the site forming sustainable development in the context of the NPPF.

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**SECTION 4 SUSTAINABILITY AND ACCESSIBILITY OF THE SITE****4.1 Overview**

4.1.1 The site off Rushgreen Road is located within the built area of Lymm, close to the town centre and nearby schools as well as a range of retail and leisure uses. Thus the location of the site will promote sustainable travel patterns and the use of sustainable travel modes, reducing car use, particularly that for single occupancy travel. Within this context, the travel and transport strategy for the site is to:

- i) Take advantage of the site's existing location within Lymm village;
- ii) Seek to minimise the number of vehicular trips generated by the proposal through the provision of mixed uses and high quality design, thus maximising trip internalisation;
- iii) Maximise opportunities for walking and cycling trips, particularly over shorter distances;
- iv) Encourage external trips to/from the site to be made on foot, by bike, by public transport or through shared transport (e.g. a Car Club);
- v) Encourage commuting trips to Warrington and other destinations to be made by bus; and
- vi) Mitigate the impacts of residual car borne trips by the introduction of highways mitigation improvements where absolutely necessary.

4.1.2 Measures for encouraging walking/cycling, and public transport including those in the Travel Plan are included in Sections 4.2 – 4.4 with the locational characteristics of the site and existing sustainable travel networks also set out. The accessibility of the site is then considered in Section 4.5.

4.1.3 The site will provide a range of benefits as outlined in the submissions made by Turley. Specific transport benefits of the proposals will include:-

- Everyday facilities located in or close to the development in walkable neighbourhoods, thus putting place first, enhancing inclusion, promoting sustainable lifestyle choices and behavioural change.

- Access to existing bus services that will connect the site with key destinations.
- Specific and targeted travel plan measures again designed to promote sustainable travel modes.
- Provision of on-plot and on-street electric vehicle charging points.
- Existing access provision off several places on the local road network which can accommodate the traffic generated by the proposals (considered in Sections 5.0 and 6.0).

#### 4.2 Local Connectivity of the Site

- 4.2.1 As noted above, the site lies within the existing built area of Lymm village thus affording the opportunity to make direct and high quality connections. The Council's Settlement Profile notes that **“Active Travel is clearly beneficial in terms of reducing the impact on the highway network as well as the obvious environmental, health and amenity benefits”**.
- 4.2.2 All the adjacent streets have footways and the site can connect to these, with Bucklow Gardens presenting very pleasant walking and cycling conditions. A continuous footway route is available from the site to Lymm town centre via Rushgreen Road and New Road, as an alternative to the Ring Canal Walk.
- 4.2.3 The Cheshire Ring Canal Walk runs along the Bridgewater canal tow-path and provides a high quality traffic-free route to Lymm town centre and also, at the eastern end of the site, to Oughtrington Crescent with onward access to Lymm High School only c.500m away. FP4 runs partially along the northern boundary of the site (immediately south of Bucklow Gardens) with this surfaced route providing a direct connection to Oughtrington Primary School and then on to Oughtrington Crescent.
- 4.2.4 The Trans Pennine Trail runs in an east-west direction to the north of the site, only c.200m north of Rushgreen Road and accessed via Reddish Crescent which is a wide and lightly trafficked residential street. The Trail runs between Southport and Hornsea and, locally, connects the site with Warrington to the west and the outskirts of Altrincham to the east. It is shown as a strategic cycle route on the Council's cycle map which is included in Appendix A.

- 4.2.5 The above existing high quality connections will be complemented by measures included in the Travel Plan for the site (see Section 4.4 below).
- 4.2.6 The Council's Settlement Profile notes that Lymm has poor cycling and walking connections to Warrington, which constrains further expansion of these modes and that any transport strategies developed to support development must allow for this transport mode and provide the appropriate facilities and schemes.
- 4.2.7 The site, in common with all of Lymm, is outside of walking distance to Warrington but this is not a particular disadvantage as many day-to-day facilities to which many journeys will be made are available locally either close to the site or within Lymm town centre. These can all be readily accessed on foot. The Trans Pennine Trail cycle route, located near the site, provides a cycle connection close to Warrington town centre.
- 4.2.8 The accessibility of the site is considered at 4.5 below but the location of the site, proximity to many every-day facilities and the short-distances involved affords a real opportunity to focus movement on active travel and thereby reduce car use.

#### 4.3 Maximising Use of Public Transport

- 4.3.1 There are existing bus routes and services in the vicinity of the site as summarised on Figure 4.1 and in the table below, showing the bus routes that can be accessed at Rushgreen Road and those in the centre of the town at Lymm Cross.

**Table 4.1 Existing Bus Services**

Service No.	Route / Destinations Served	Frequency					
		Mon – Fri		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
<b>Bus services at Rushgreen Road</b>							
5/5E	Altrincham – Lymm – Stockton Heath – Warrington	30 mins	1 service	30 mins	1 service	60 mins	-
191	Oughtrington – Lymm	3 per day (Tues, Thurs, Fri only)	-	-	-	-	-
<b>Bus Services at Lymm Cross</b>							
35	Altrincham – Lymm – Stockton Heath – Warrington	1 – 2 per day	-	2-3 per day	-	-	-
47	High Legh – Lymm – Warrington	2 per day (Tues & Fri Only)					

4.3.2 Thus these are half-hourly bus services between the site and Lymm and Warrington (as well as Altrincham and Stockton Heath). The 191 provides additional services to Lymm.

4.3.3 The closest railway stations to the site are at Warrington Bank Quay, Warrington Central and Altrincham.

4.3.4 Further measures to promote bus (and rail) use can be delivered as part of the Travel Plan, see below.

**4.4 Promoting Sustainable Travel Choices**

Overview

4.4.1 The development of the site will include the production of a comprehensive travel plan to support the proposals. This will primarily identify the delivery of ‘soft’ measures to encourage the use of sustainable modes, to complement the physical measures, mix of uses and high quality design approach.

Travel Plan Philosophy

**Travel Plan Pyramid**

4.4.2 The DfT document ‘Making residential travel plans work: guidelines for new development’ notes that the travel plan can be viewed as a pyramid of measures and actions:



- 4.4.3 At the base of the pyramid is the location of the site. The proposals are adjacent to Oughtrington Primary School and Lymm High School is nearby. There is a range of facilities and services available close to the site and within Lymm including health, retail and leisure uses. The location of the site itself will therefore encourage active travel.
- 4.4.4 The DfT note that the next stage should include the fundamental characteristics that need to be incorporated into the design of the site to support the use of sustainable modes. The design approach will focus on creating a sense of place, integrating the site with the existing community and promoting sustainable travel making, particularly active travel within the site.
- 4.4.5 The next tier is the Travel Plan Co-ordinator who will develop and manage the travel plan process, be responsible for the delivery of the plan and liaison with the Council, organise monitoring and reviews of the plan and ensure that travel plan targets are achieved.
- 4.4.6 The next level is the services and facilities that will be delivered at the site such as the range of measures outlined below.
- 4.4.7 The final top tier is the promotion and marketing of the travel plan and services, raising awareness of the plan through various information initiatives and delivered by the travel plan co-ordinator.

#### **Travel Plan Objectives and Targets**

- 4.4.8 The detailed objectives and targets for the travel plan will be discussed and agreed with the Council and other key stakeholders, at the appropriate time. Broad objectives have been considered at this stage:
- i) Bring together the design of the site and travel plan measures such that the need to travel is reduced.
  - ii) Provide measures and initiatives that are inclusive, promote cohesion and provide alternatives for all residents on the site.
  - iii) Promote 'hard' and 'soft' measures such that sustainable modes are the first mode(s) of choice, rather than the car.
  - iv) Minimise the traffic generated by the development proposals.

- v) Assist in developing a sense of place within the site.
- vi) Promote healthy lifestyle choices through the use of non-car modes with emphasis on active travel.

4.4.9 Specific SMART targets will be developed for the Travel Plan focusing on two key aspects:

- First, meeting agreed modal share targets and a maximum proportion of car driver trips; and
- Secondly, ensuring that the actual traffic flows generated by the site are consistent with those adopted in future transport assessments, such that there is no severe impact (beyond that which is mitigated) from additional car trips.

4.4.10 Formal monitoring arrangements will be agreed to assess the achievement of objectives and targets on an on-going basis.

#### Travel Plan Measures

4.4.11 Detailed assessment and evaluation will be undertaken to establish the most appropriate measures for the site should the site be allocated. There will be general measures to be applied across the site and all modes, specific measures to promote walking and cycling and public transport, measures to reduce residual vehicular trips and information/awareness raising that can be rolled out across the whole site. The measures are summarised below.

#### **Generic Measures**

4.4.12 These will include:

- Travel Plan Co-ordinator: the TPC will be responsible for the overall delivery of the plan including liaison with WBC. They will monitor the plan against objectives and targets and identify measures to promote sustainable travel.
- Personalised travel planning: the TPC will liaise with individual householders to plan specific journeys and show how these can be undertaken by sustainable modes.



- Welcome Packs: these will be provided to every new household and will set out the benefits of travel plan measures, details of sustainable travel modes (e.g. bus maps), the initiatives available on the site and contact details for any further information.
- Broadband: all homes will be equipped with broadband, enabling working from home etc.

### **Measures to Promote Walking and Cycling**

4.4.13 Measures to promote walking and cycling will include:-

- Bicycle user group: the TPC will investigate the potential for a BUG to be established at the site to encourage residents to meet and exchange tips on cycle routes and maintenance. The TPC will forge links with cycle shops to arrange discounts on purchases and repairs, if possible.
- Travel voucher: a voucher will be offered to each new household which can be used to purchase equipment or part purchase a bicycle.
- Cycle storage and stands: secure weather protected cycle storage and/or stands will be provided throughout the site.
- Safe routes to school and walking bus: the main pedestrian routes to Oughtrington Primary School, adjacent to the site, will be designed and audited using 'Safe Routes to School' principles with funding for the advertising of walking bus schemes and the provision of fluorescent vests for children and walking bus 'drivers'.
- Cycling proficiency schemes at the primary school: funded for a period to be agreed with the Council.
- Cycle training: this will be offered to residents who are less confident regarding the use of a bike. The BUG can co-ordinate this.
- Bike buddy: volunteers will be sought to 'buddy-up' with less confident cyclists and the TPC will promote this and seek recruits.

### **Measures to Promote Public Transport**

4.4.14 Measures to promote the use of buses will include:

- Travel vouchers/travel cards/bus tickets: a monthly bus pass will be supplied to each household on first occupation. The TPC will seek to obtain discounts from bus operators for these tickets or tickets for extended periods.
- Bus buddying: this is used in other towns where trained volunteers provide one-to-one support to older people, learning disabled people, people with physical and sensory impairments etc. to aid their understanding of using public transport and to help them gain confidence.

### **Reducing Car Use**

4.4.15 Residents will continue to seek to make some journeys by car but car sharing will be promoted from occupation of the dwellings by the TPC. A bespoke car sharing scheme could be developed or existing car sharing initiatives could be used.

### **Information and Awareness**

4.4.16 Raising awareness of the measures and initiatives that will be available at the site is important and therefore information will be provided as follows:-

- Site specific travel guide: a foldable map, setting out the details of bus services and walk and cycle routes, will be developed. It will be included in sales literature and updated regularly for distribution by the TPC.
- Website: a Travel Plan website will be developed for the site giving residents access to up-to-date travel information.
- Notice boards: these will be located within sales offices and at strategic points around the development, displaying up-to-date information on sustainable modes and setting out the benefits of these and other travel plan measures.
- Campaigns: the TPC will hold events and campaigns related to national and local initiatives such as 'Bike to Work' day and local organised cycle rides.

4.4.17 The TPC and travel plan measures will be funded by the developer and/or their successors in title.

4.4.18 The Travel Plan measures will thus encourage both active travel and the use of public transport, consistent with the NPPF and the transport related objectives and policies MP1 (general transport principles), MP3 (active travel) and MP4 (public transport) of the Core Strategy.

## 4.5 Accessibility of the Site

### Overview

- 4.5.1 Strategic objective W4 of the Local Plan includes the promotion of sustainable travel with the Sustainability Appraisal objectives including those related to reducing the need to travel and enhancing accessibility for essential services and facilities.
- 4.5.2 Local facilities and services within the vicinity of the site are shown on Figure 4.2 and the distance from the closest of the site accesses or pedestrian/cycle connections to the key destinations in the local area are set out in the table below. These are based on development across the whole of the site.

**Table 4.2 Distance to Key Facilities and Services**

Use	Name	Distance
Primary School	Oughtrington Community Primary School	0.1km
	Ravenbank Community Primary School	1.3km
	Cherry Tree Primary School	2.0km
	Statham Community Primary School	2.2km
Secondary School	Lymm High School	0.6km
Health	Brookfield Surgery	1.0km
	Lakeside Surgery	1.1km
	Dental Care with Jill Cooper	0.3km
	Eagle Brow Dental Care	0.9km
	Boots Pharmacy	0.7km
	Lloyds Pharmacy	0.7km
Retail and Leisure	Sainsbury's Supermarket	0.1km
	Lymm Village Centre	0.7km
	Co-Operative Food	0.9km
	Sainsbury's Local	0.7km
	Lymm Library	0.9km
	Statham Post Office	1.6km

### Accessibility to Education

- 4.5.3 Oughtrington primary school is located next to the site, within a short walk or cycle ride from the residential dwellings. There are three other primary schools within Lymm.
- 4.5.4 The site lies close to Lymm High School which is located on Oughtrington Lane which leads from Oughtrington Crescent. There are connections available to the latter from the canal tow-path which runs along the southern boundary of the site and via public footpath number 4. The internal site layout will include connections to both.

4.5.5 Both primary and secondary schools are therefore within a very short walking distance of the site and accessibility to education facilities is therefore considered to be excellent.

#### Accessibility to Health Facilities

4.5.6 There are two medical centres within Lymm, the Brookfield surgery at Whitbarrow Road and the Lakeside surgery at Lakeside Road, both c.1km from the site and within an easy walk. There is a dental surgery on Rushgreen Road close to Bucklow Gardens, very close to the site, and another in the centre of Lymm. There are pharmacies also in the centre of Lymm.

4.5.7 The accessibility to local health facilities is therefore excellent with these catering for 'day-to-day' needs of residents on the site.

#### Accessibility to Retail and Leisure Facilities

4.5.8 There is a Sainsbury's food store adjacent to the potential access off Rushgreen Road, opposite Reddish Crescent. The centre of Lymm at Eagle Brow includes several retail and leisure facilities including Sainsbury's supermarket, library and several other shops as well as cafes and public houses. There is a Co-Op convenience store at Chase Meadow off Birch Brook Road, c.0.9km from the site. All are within an easy walking distance.

4.5.9 Thus a range of facilities will be available locally, encouraging active travel. The accessibility of the site to these facilities is also concluded to be excellent.

#### Summary

4.5.10 The Council's Sustainability Appraisal Accessibility Objective includes criteria as follows:

- ACC1: How accessible is the site to the nearest primary school on foot – Oughtrington school is located next to the site. Therefore significant positive effects likely.
- ACC2: How accessible is the site to the nearest Secondary School – the site is close to Lymm High School on Oughtrington Lane. Therefore significant positive effects likely.

- ACC3: How well served is the site by a bus service – existing bus services run along the site frontage which operate at a 30-minute frequency but are not considered to be regular by WBC. The bus stops are close to the site therefore positive effects likely.
- ACC4: How accessible is the site to the nearest train station – the nearest stations are some distance away. Therefore significant negative effects likely using WBC's definition albeit there are many facilities and services available locally.
- ACC5: What is the overall distance to a GP service or health centre – two GP practices located within walking distance in the centre of Lymm. Therefore significant positive effects likely.

4.5.11 In conclusion, a range of facilities and services will be available locally within walking and/or cycling distance. These include: Oughtrington primary school next to the site, the nearby Lymm High School, other primary schools in Lymm, health facilities including doctors, dentist and pharmacy in Lymm and shops and leisure facilities in Lymm village centre.

4.5.12 Buses already serve Lymm and travel along the site's Rushgreen Road frontage. These provide connections to various destinations including Lymm, Warrington and Altrincham. The services are half-hourly and are the most frequent bus services in Lymm.

4.5.13 It is therefore concluded that the site is sustainable and accessible via a range of travel modes and will therefore be in accordance with the NPPF and WBC's local policies and objectives for the Local Plan.

## SECTION 5 SITE ACCESS ARRANGEMENTS

### 5.1 Overview

5.1.1 The concept masterplan shows that the whole site could be delivered in phases or in discrete parts as follows:

- i) The Peel only land at Bucklow Gardens.
- ii) The Peel land and surrounding WBC land.
- iii) The Peel and WBC land + further land to the west.
- iv) The full site including the Peel/WBC land.

5.1.2 The site has frontage on to both Bucklow Gardens and to Rushgreen Road. It is therefore proposed that access provision will be as follows:

- i) Peel only land (59-69 units) – access via an extension of Bucklow Gardens into the site.
- ii) Peel + WBC land (196 – 229 units) – accessed via Bucklow Gardens (as above) with an emergency vehicle access (EVA) via Howard Avenue.
- iii) Peel land + WBC land + land to west (244 – 285 units) – accessed via Bucklow Gardens with an EVA via Harwood Avenue.
- iv) Full site (352-411 units) – access via Bucklow Gardens and the existing access to Tanyard Farm.

5.1.3 It is concluded that this approach is consistent with design guidance, including Manual for Streets (MfS) and the Council's Residential and Industrial Estates Road Design Guide.

## 5.2 Access Proposals

### Peel Only Land

5.2.1 The Peel only land, which could deliver 59-69 residential units, is proposed to be served via an extension of Bucklow Gardens into the site as shown on Figure 5.1 (drawing reference ITM13244-GA-002). Bucklow Gardens will continue into the site with the access road at the existing head of the cul-de-sac reconfigured as shown on the drawing. As the access road enters the site, a loop road will be created.

### Peel + WBC Land

5.2.2 The WBC land wraps around the southern and eastern sides of the Peel land and does not have a direct connection to the adopted highway. It is therefore proposed to serve this phase, which could deliver up to 229 units, via Bucklow Gardens (as above) and with an EVA connection via Howard Avenue.

5.2.3 Howard Avenue is adopted highway for much of its lengths but becomes unadopted near its end where access is provided to Oughtrington Primary School. It is understood the unadopted section is controlled by WBC. It is therefore proposed that an emergency vehicle connection is proposed off the school access road to the site. An indicative design is shown on Figure 5.2 (drawing reference ITM13244-GA-003).

5.2.4 The emergency access is shown as a 3.7m wide road with access controlled such that it can only be used in an emergency. The form of control would subsequently be agreed with WBC and the relevant emergency authorities. The access will connect into the site's internal road network.

### Peel + WBC Land + Land to West

5.2.5 This land could accommodate up to 285 units and will be accessed via Bucklow Gardens and Howard Avenue as above.

### Full Site

5.2.6 If the full site is allocated (411 dwellings) then two accesses will be provided with the internal site roads connecting the two. The EVA via Howard Avenue could be retained. As well as the proposed access via Bucklow Gardens (as above), an additional access could be provided direct off Rushgreen Road at the existing access to Tanyard Farm as indicated on the concept masterplan.

- 5.2.7 A potential access arrangement is shown on Figure 5.3 (drawing reference ITM13244-GA-001). A 5.5m wide carriageway is shown with two 2.0m wide footways with these connecting to the existing footways on Rushgreen Road. Visibility splays commensurate with the 30mph speed limit and based on MfS are shown.

### Summary

- 5.2.8 All of the access designs will be subject to refinement and road safety audit at the appropriate time. At this stage it is concluded that access is deliverable and therefore achievable.

## 5.3 Capacity of the Accesses

- 5.3.1 Limited traffic data is currently available, comprising an automatic traffic count from June 2016 on Birch Brook Road (to the east of the site) supplied by WBC. Peak hour flows have been derived and converted to passenger car units (PCU) for use in traffic capacity assessment. The peak hour traffic flows are as follows:

**Table 5.1 Existing Peak Hour Traffic Flows – Birch Brook Road**

Peak Hour	Direction		
	Eastbound	Westbound	Total
AM Peak Hour	943	468	1,411
PM Peak Hour	431	673	1,104

- 5.3.2 Traffic has been growthed to the 2037 end of plan year using factors from TEMPRO, adjusted to account for the exclusion of land-use related growth. The growth factors are c.8%. These have been used to assess the capacity of the site access junctions on Rushgreen Road.
- 5.3.3 Development traffic has then been derived using the approach set out in Section 6.0. Two scenarios have been assessed. First, the Peel + WBC land + land to west, accessed via Bucklow Gardens. The existing Rushgreen Road/Bucklow Gardens junction has been assessed with traffic generated by 285 dwellings on the site and 135 existing dwellings at Bucklow Gardens. Secondly, the full site accessed via Bucklow Gardens and the Tanyard Farm access. Each access has been assumed to serve 210 dwellings (i.e. slightly above the total potential of the site).



Peel + WBC + Land to West

5.3.4 The results of the capacity assessment of the Bucklow Gardens/Rushgreen Road priority junction are summarised in the table below.

**Table 5.2 Rushgreen Road/Bucklow Gardens Capacity Assessment Results – Peel + WBC + Land to West**

Movement	AM Peak Hour		PM Peak Hour	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access	0.66	2	0.28	0
Rushgreen Road	0.09	0	0.16	0

5.3.5 The assessment results demonstrate that the site access will operate comfortably within capacity. The results are considered to represent a worst case as: no allowance has been made to take account of the proximity of local facilities (e.g. schools) or affordable housing and resultant reduced trips from the development; growth is applied whereas peak hour growth is unlikely; and the results are for the peak 'time slice' within the peak hour which may not occur in practice.

Full Development

5.3.6 The results of the capacity assessments of both site accesses with the full development are given in the table below.

**Table 5.3 Site Access Capacity Assessment Results – Full Development**

Junction	Movement	AM Peak Hour		PM Peak Hour	
		Max RFC	Max Queue	Max RFC	Max Queue
Rushgreen Road / Bucklow Gardens	Site Access	0.57	1	0.24	0
	Rushgreen Road Right Turn	0.08	0	0.13	0
Rushgreen Road / Tanyard Farm	Site Access	0.34	1	0.14	0
	Rushgreen Road Right Turn	0.05	0	0.08	0

5.3.7 The results show that both access junctions will operate easily within capacity with no significant queues.

Conclusions

5.3.8 It is therefore concluded that the site accesses will operate within capacity, confirming that satisfactory access to the site off Rushgreen Road at Lymm can be provided in accordance with the NPPF.

## SECTION 6 TRAFFIC IMPACTS

### 6.1 Overview

6.1.1 It is understood the Council has not undertaken any detailed assessment of the potential traffic impacts resulting from development in outlying settlements, including the proposed development at Lymm. It is understood such work will follow once the Council's new transport model is available. Peel is keen to engage with WBC to assess the site and demonstrate how the traffic flows generated by the development can be accommodated on the surrounding highway network.

6.1.2 In the absence of the transport model, this section considers indicative traffic flows likely to be generated by the proposals followed by consideration of the impacts of this traffic in broad terms.

### 6.2 Development Traffic Flows

6.2.1 Traffic flows have been calculated for a development of 411 residential dwellings.

#### Trip Generation

6.2.2 Trip generation rates for the proposed development have been derived from the TRICS database using the 'Houses Privately Owned' category for sites with at least 100 dwellings. At this stage, no allowance has been made for lower trip rates associated with affordable housing on the site.

6.2.3 The trip generation rates and the resultant generated traffic flows are shown in the table below for the morning and evening peak hours.

**Table 6.1 Land Off Rushgreen Road, Lymm – Trip Generation**

Peak Hour	Direction	Trip Rate (per unit)	No. Trips
AM Peak	Arrival	0.127	52
	Departure	0.377	155
	Total	0.504	207
PM Peak	Arrival	0.309	127
	Departure	0.164	67
	Total	0.473	194

6.2.4 Thus the development could generate up to c.195 - 210 vehicular trips in each of the peak hours.

6.2.5 TEMPRO has been used to identify the potential journey purposes travelled by residents. In the peak periods this identifies for the Lymm area:-

**Table 6.2 Lymm – Journey Purposes of Car Travel**

Trip Purpose	Proportion of Trips	
	AM Peak Period	PM Peak Period
Work	55%	40%
Employer's business	7%	6%
Education	12%	5%
Shopping	11%	16%
Personal business	6%	7%
Recreation/Social	3%	8%
Visiting friends/relatives	2%	11%
Holiday/day trips	4%	7%

6.2.6 Considering the above, there is potential for some of the peak hour trips to be made locally and by active travel modes rather than the car e.g. to the adjacent school on site or nearby high school. In the AM and PM peak periods, 38% and 54% of trips respectively are made for reasons other than journeys to work or on employer's business.

**Trip Distribution and Assignment**

6.2.7 The potential routes of car trips within and out of Lymm have been derived using 2011 Census journey to work patterns from the local area. This will over-estimate trips on the surrounding highway network as, as noted above, there is potential for many journeys to be made locally whereas work related trips tend to be made over longer distances.

6.2.8 The Census data shows the following general distribution of trips:

**Table 6.3 Lymm – Overall Trip Distribution**

Destination/District	Proportion of Trips
Warrington Borough	29%
Salford	5%
Trafford	15%
Manchester	15%
Halton	3%
Cheshire West & Chester	4%
Cheshire East	7%
Other	22%
<b>Total</b>	<b>100%</b>

6.2.9 Of the trips to 'other' destinations, larger proportions are made to the rest of Greater Manchester (8%) and Merseyside (7%).

6.2.10 Trips have been assigned to destinations using the fastest routes based on Google mapping. The resultant destination points on the road network surrounding the site are as follows:

**Table 6.4 Land off Rushgreen Road, Lymm – Trip Assignment**

Location	Proportion
A56 Camsley Lane	7.1%
Cherry Lane	14.8%
A56 Higher Lane (W of B5159)	1.5%
Sandy Lane/Stage Lane	20.7%
A6144 Bent Lane	47.3%
Within Lymm	8.6%
<b>Total</b>	<b>100.0%</b>

6.2.11 Indicative development traffic flows are given on Figure 6.1, noting these are considered to be an over-estimate for the reasons set out above.

### 6.3 Traffic Impacts

6.3.1 The local highway network in the vicinity of the site is shown on Figure 6.2. Rushgreen Road runs to the north of the site and provides access to Lymm town centre to the west, becoming Eagle Brow. To the north-east of the site it connects with Sandy Lane and Mill Lane which both provide routes to A56 Higher Lane, which then connects to M56 Junction 7 at Bowdon. Bent Lane continues and connects with Townfield Lane (linking to A57 at Hollins Green) and Dunham Road (linking to A56 at Bowdon), continuing towards Partington and then Carrington after which it connects with M60 Junction 8. In Lymm town centre, Eagle Brow joins A56 Church Road. A56 continues westwards as Booth's Hill Road and Camsley Lane then providing access to Warrington.

6.3.2 Limited traffic flow data is currently available in the area. Peak hour traffic flows on Birch Brook Road north-east of the site are given in Table 5.1 above. Daily weekday traffic flows are in the order of 11,800 vehicles two-way. A DfT counter on Rushgreen Road near Reddish Crescent gives an AADT flow of c.9,600 vehicles with c.2% HGVs.

6.3.3 In terms of traffic conditions in Lymm, WBC's Settlement Profile notes with respect to the local road network:

**“No current significant issues during peak hours.”**

- 6.3.4 It is understood the above is not based on detailed analysis of the road network. An indication of peak hour traffic conditions has therefore been obtained from Google traffic maps with these given in Appendix B for the AM and PM peak hours. Google uses four gradations to define traffic speeds from fast to slow: green, orange, red and dark red. These are relative to the speed limits with ‘fast’ indicating little delay/free-flow traffic conditions.
- 6.3.5 The traffic maps indicate that most roads in and around Lymm have ‘fast’/free-flow traffic speeds. In the AM peak, A56 around Eagle Brow is graded orange. In the PM peak hour, the A56 and Eagle Brow are again graded orange with the Eagle Brow approach to A56 shown as red. The north-eastbound Rushgreen Road is shown as orange on the approach to the Sainsbury’s access junction. Overall, these confirm there are no significant congestion issues in the peak hours.
- 6.3.6 The indicative traffic flows shown on Figure 6.1 indicate that traffic to/from the site is likely to be dispersed across several routes, but with the highest flows on Rushgreen Road north-east of the site. Traffic flows on the main road through Lymm village are c.60 - 65 vehicles per hour, equivalent to approximately one vehicle per minute. It is concluded such increases in traffic will not have a material or severe impact on traffic conditions.
- 6.3.7 The impacts of the traffic increases as a result of the development will be assessed in detail when the Council’s transport model is available with mitigation measures/highways improvements identified as necessary. These could include providing additional capacity at junctions and initiatives to reduce traffic flows such as through the provision of sustainable travel modes.
- 6.3.8 Development in any location in the Borough will increase traffic flows on the local road network surrounding it. The site at Lymm affords significant and many opportunities for local active travel making which will reduce traffic flows. Indications of traffic speeds in and around Lymm show that traffic conditions could not be categorised as severe and the Council’s own conclusion is that there are no significant issues during peak hours.

6.3.9 On this basis it is concluded that, in accordance with the NPPF, development should not be prevented on transport grounds as the residual cumulative impacts of development will not be severe.

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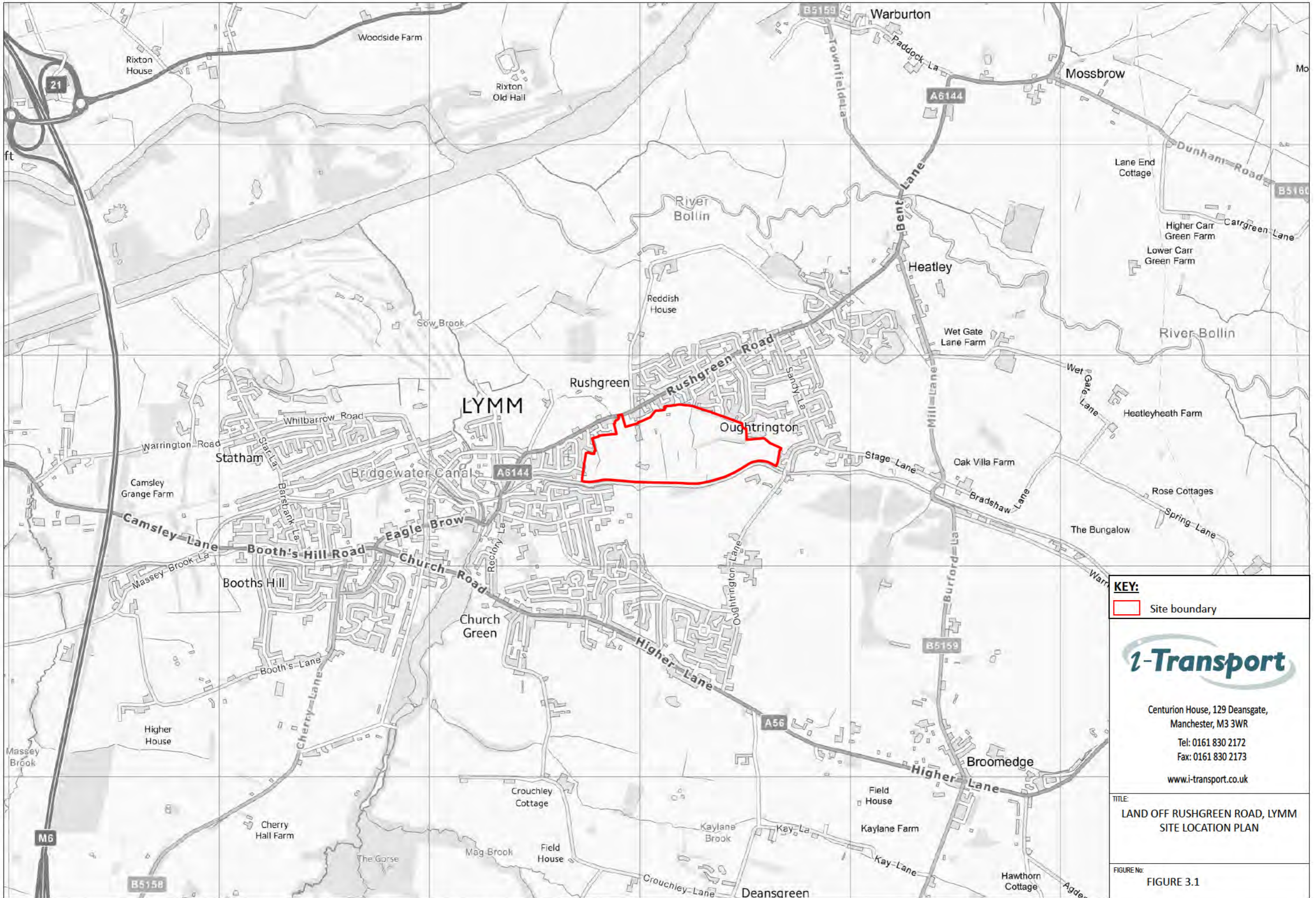
**SECTION 7 CONCLUSIONS**

- 7.1 This report has considered the transport and highways implications of development off Rushgreen Road in Lymm. The site is capable of accommodating up to 411 dwellings and could be delivered in phases.
- 7.2 The Council's proposed allocation at Lymm is for an additional 500 dwellings which it is understood is based on a 10% expansion of the existing settlement. No quantitative analysis has been undertaken to analyse the capacity of the transport system and the impacts of higher levels of development. There is therefore no justification, based on sound evidence, to limit development in Lymm on transport grounds.
- 7.3 The site is located adjacent to built development in Lymm and is highly sustainable. A range of facilities and services will be available locally within walking and cycling distance of the site. These include: the adjacent Oughtrington primary school; the nearby Lymm high school; the adjacent Sainsbury's food store; and a range of health, shopping and leisure facilities in Lymm town centre.
- 7.4 The site will meet the transport related objectives of the Council's Core Strategy as well as its policies related to general transport principles (MP1), active travel (MP3) and public transport (MP4). Furthermore, it will meet objective W4 of the Local Plan and strongly meet most of the five specific accessibility criteria defined by the Council.
- 7.5 It is therefore considered that the development of the site will fully accord with the NPPF objective related to sustainable travel, with opportunities for such modes taken up.
- 7.6 Access to the site is proposed in two locations and feasibility level designs have been produced and the capacity of these assessed. Both will operate satisfactorily. Site access is deliverable and achievable. It is therefore also concluded that satisfactory access can be provided in accordance with the NPPF.
- 7.7 The impacts of the traffic increases as a result of the development will be assessed in detail when the Council's transport model is available with mitigation measures/highways improvements identified as necessary. These could include providing additional capacity at junctions and initiatives to reduce traffic flows such as through the promotion of sustainable travel.

- 7.8 Development in any location in the Borough will increase traffic flows on the local road network surrounding it. The site at Lymm affords significant and many opportunities for local active travel making which will reduce traffic flows. Indications of traffic speeds in and around Lymm show that traffic conditions could not be categorised as severe and the Council's own conclusion is that there are no significant issues during the peak hours.
- 7.9 On this basis it is concluded that, in accordance with the NPPF, development should not be prevented on transport grounds as the residual cumulative impacts of development will not be severe.
- 7.10 Overall, it is therefore concluded that the site off Rushgreen Road at Lymm is suitable for allocation in the Council's Local Plan and will form a sustainable development that can provide much needed housing.



## FIGURES



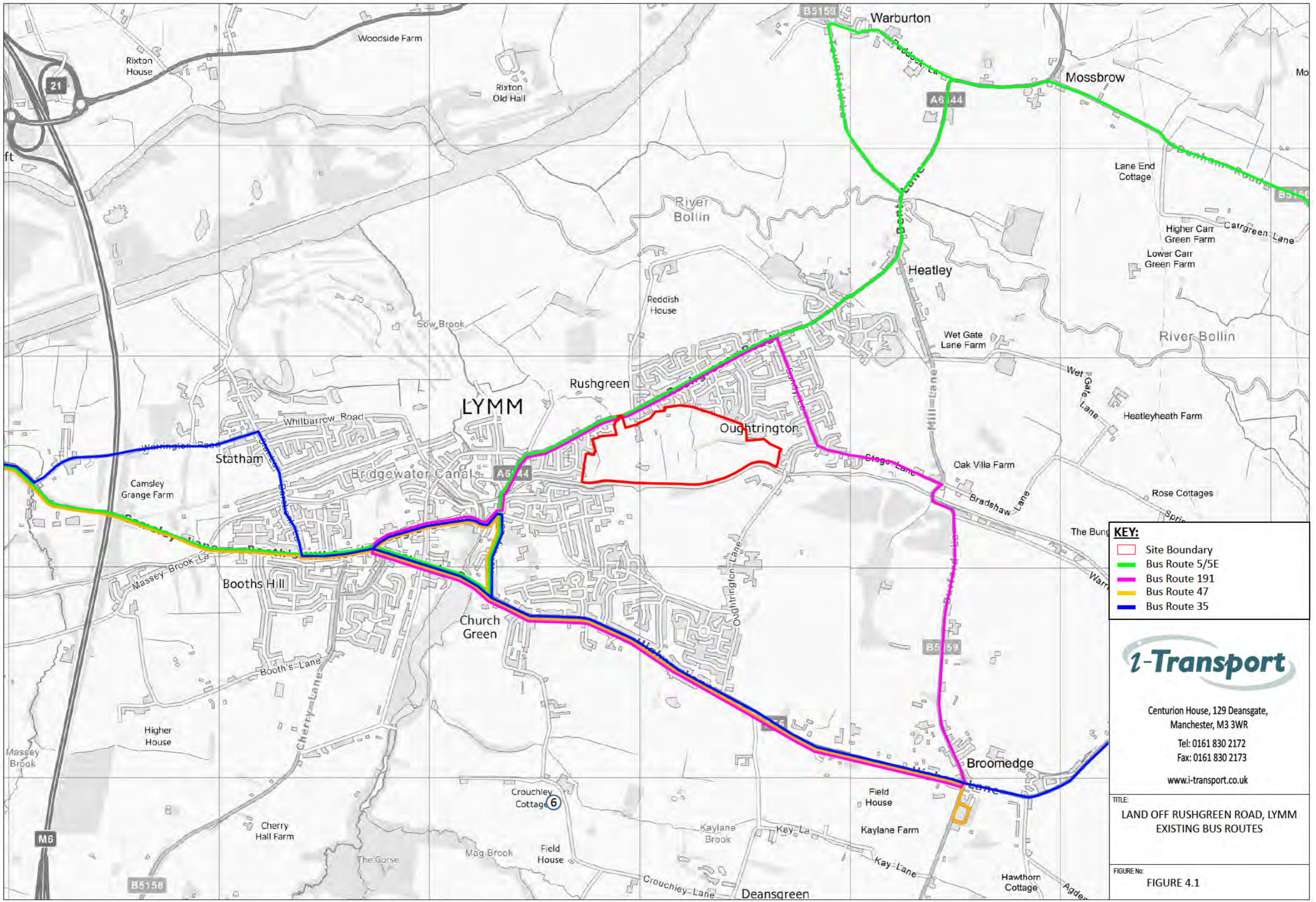
**KEY:**  
 Site boundary



Centurion House, 129 Deansgate,  
 Manchester, M3 3WR  
 Tel: 0161 830 2172  
 Fax: 0161 830 2173  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

TITLE:  
**LAND OFF RUSHGREEN ROAD, LYMM  
 SITE LOCATION PLAN**

FIGURE No:  
**FIGURE 3.1**



**KEY:**

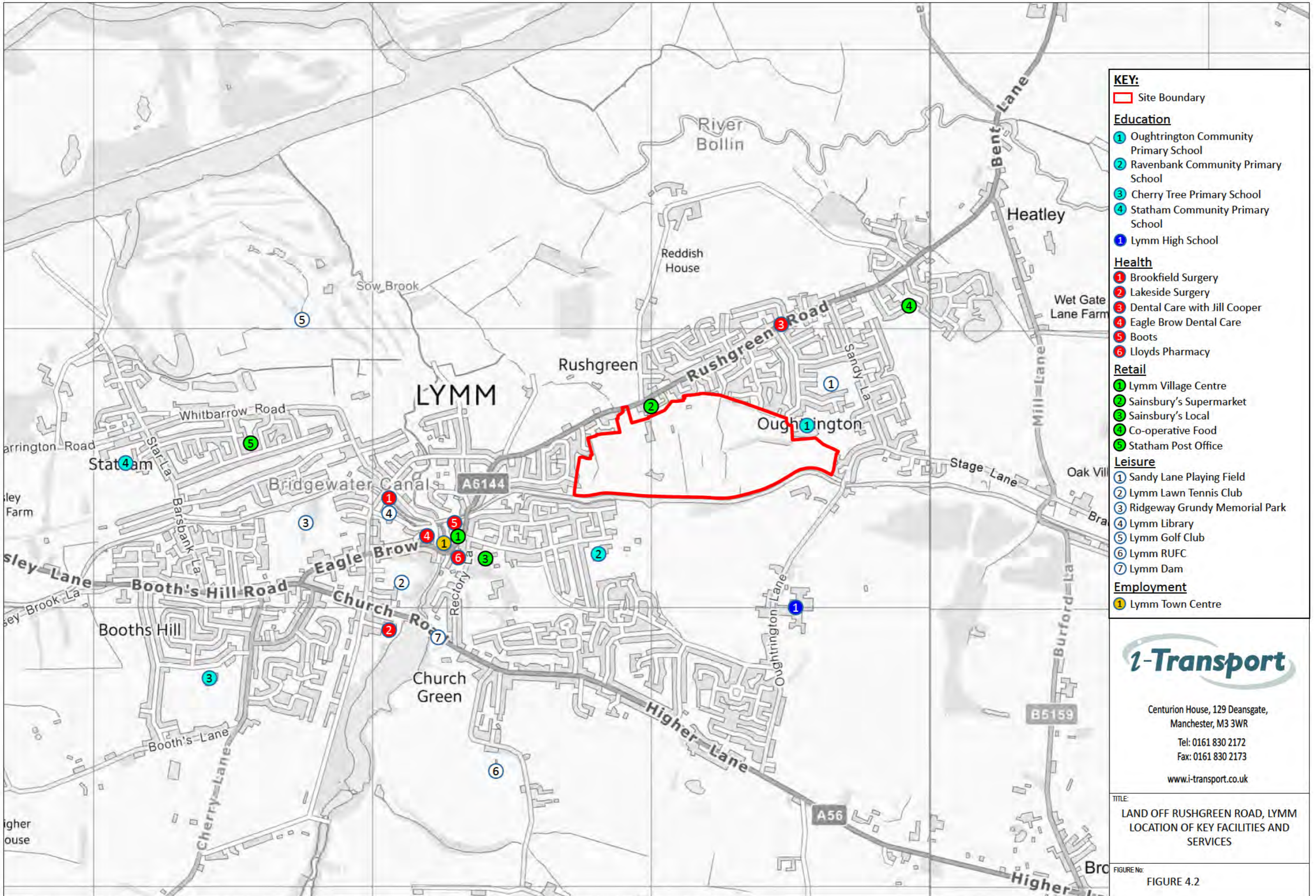
- Site Boundary
- Bus Route 5/5E
- Bus Route 191
- Bus Route 47
- Bus Route 35



Centurion House, 129 Deansgate,  
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[www.i-transport.co.uk](http://www.i-transport.co.uk)

TITLE:  
**LAND OFF RUSHGREEN ROAD, LYMM  
 EXISTING BUS ROUTES**

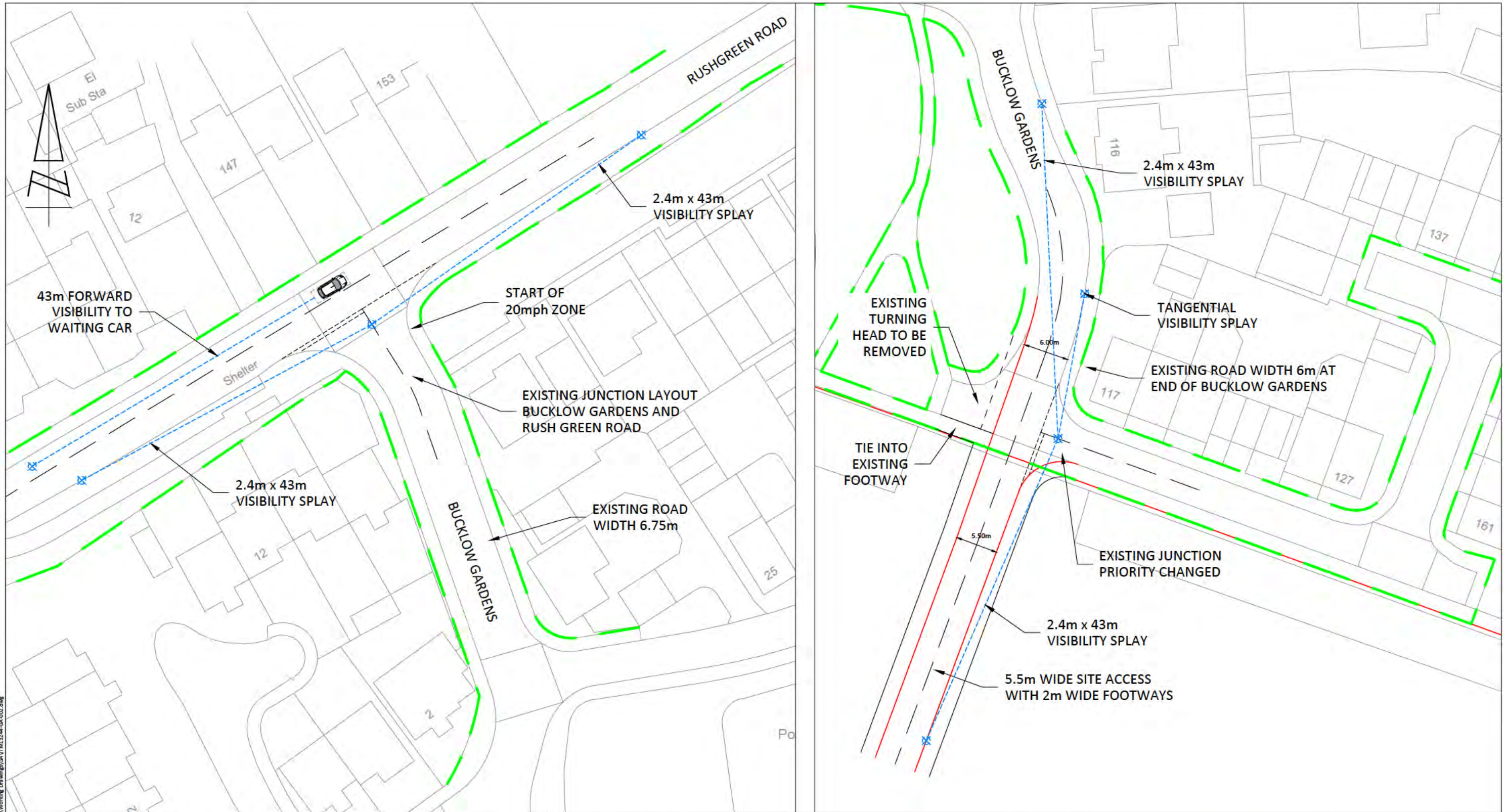
FIGURE No:  
**FIGURE 4.1**



Centurion House, 129 Deansgate,  
Manchester, M3 3WR  
Tel: 0161 830 2172  
Fax: 0161 830 2173  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

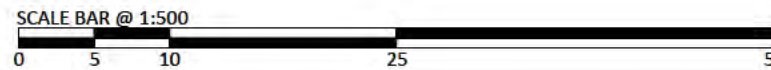
TITLE:  
LAND OFF RUSHGREEN ROAD, LYMM  
LOCATION OF KEY FACILITIES AND  
SERVICES

FIGURE No:  
FIGURE 4.2



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— — — — — HIGHWAY BOUNDARY

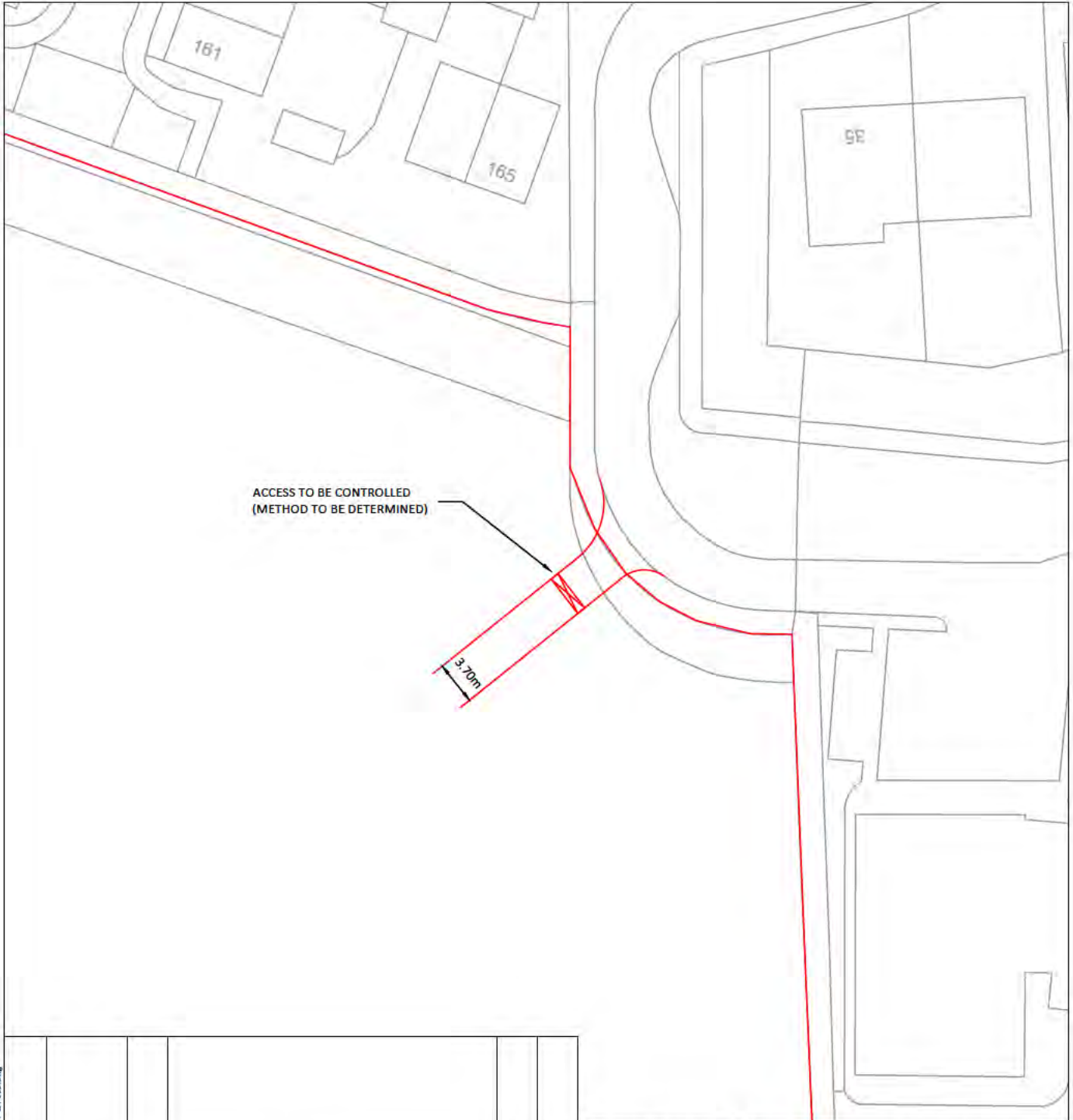


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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: DRAFT					

TITLE: POTENTIAL SITE ACCESS VIA BUCKLOW GARDENS	SCALE @ A3: 1:500	CHECKED: SEE	APPROVED: SEE
PROJECT: LAND OFF RUSHGREEN ROAD, LYMM	FILE REF: ITM13244-GA-002	DRAWN: PH	DATE: 23.08.2017
CLIENT: PEEL INVESTMENTS (NORTH) LIMITED	DRAWING No: FIGURE 5.1 (ITM13244 - GA - 002)		
	PROJECT No: ITM13244	REV:	-

Z:\Projects\13244\ITM Land off Rush Green Road - Lymm\Tech\Drawings\Working Drawings\GA\ITM13244-GA-002.dwg



ACCESS TO BE CONTROLLED  
(METHOD TO BE DETERMINED)

3.70m

Z:\projects\13244\11 Land off Rush Green Road - Lymm\Tech\Drawings\Working Drawings\GA\ITM13244-GA-003.dwg

REV	DATE	BY	DESCRIPTION	CHK	APD

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STATUS: **DRAFT**

PROJECT: **LAND OFF RUSHGREEN ROAD, LYMM**

TITLE: **POTENTIAL EVA ACCESS VIA HOWARD AVENUE**

CLIENT: **PEEL INVESTMENTS (NORTH) LTD**



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 Tel: 0161 830 2172 Fax: 0161 830 2173

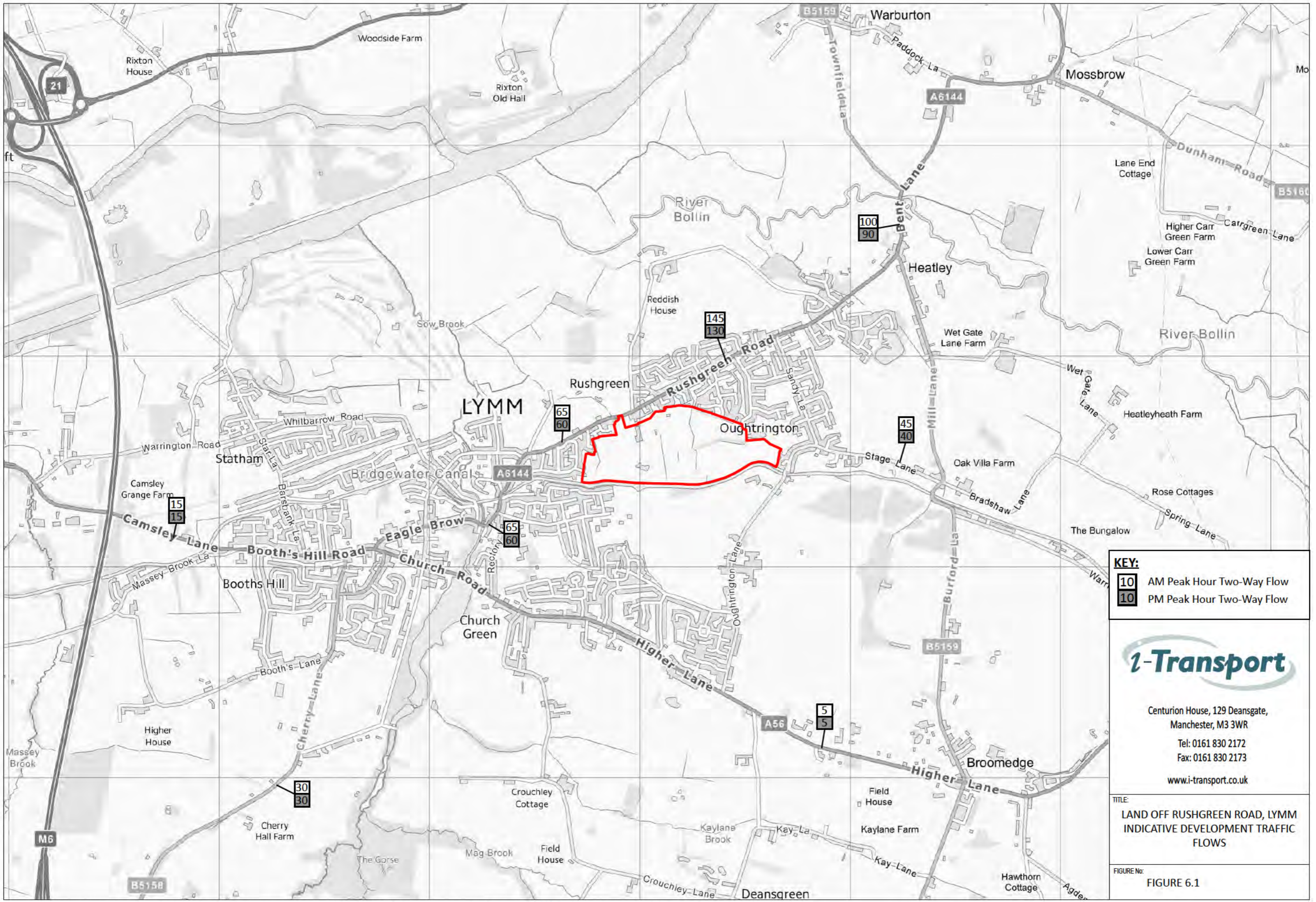
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SCALE @ A4: <b>1:500</b>	CHECKED: <b>SEE</b>	APPROVED: <b>SEE</b>
FILE REF: <b>ITM13244</b>	DRAWN: <b>JB</b>	DATE: <b>12.09.17</b>

DRAWING No: **FIGURE 5.2 (ITM13244-GA-003)**

PROJECT No: <b>ITM13244</b>	REV:
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**KEY:**  
 AM Peak Hour Two-Way Flow  
 PM Peak Hour Two-Way Flow



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TITLE:  
**LAND OFF RUSHGREEN ROAD, LYMM  
 INDICATIVE DEVELOPMENT TRAFFIC  
 FLOWS**

FIGURE No:  
**FIGURE 6.1**





**i-Transport**

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Fax: 0161 830 2173  
[www.i-transport.co.uk](http://www.i-transport.co.uk)

TITLE:  
**LAND OFF RUSHGREEN ROAD, LYMM  
LOCAL NETWORK PLAN**

FIGURE No:  
**FIGURE 6.2**

**APPENDIX A**

**Warrington Cycle Map**



Produced by Warrington Cycle Forum, a partnership between Warrington Borough Council, Warrington Cycle Campaign and other interested parties. Funded by the Department for Transport's Local Sustainable Transport Fund.

Every effort has been taken to provide an accurate and useful guide. If you have any comments on the guide please contact us:  
 Transport For Warrington  
 New Town House  
 Buttermarket Street  
 Warrington WA1 2NH  
[travelwarrington@warrington.gov.uk](mailto:travelwarrington@warrington.gov.uk)

Cartography © Sustrans FourPoint Mapping for Warrington Borough Council  
[www.sustrans.org.uk](http://www.sustrans.org.uk)

Front cover photos: Warrington Borough Council, C.Pisard, Sustrans and J.Bowley, Sustrans

**How to use this guide...**

The Warrington Cycle Map has been created to assist all cyclists with planning the best route for your journey.

Roads graded Increasing difficulty  
 Cycleability gradations, in increasing experience

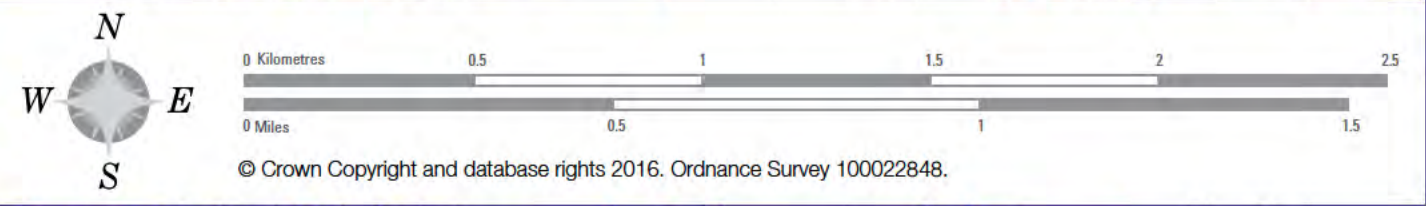
The road network shown on the map is graded according to the degree of skill and experience needed to cycle each route. If you are a beginner or haven't cycled for some time, you should build up your confidence and basic skills on the yellow roads where traffic is lighter and speeds are low.

As your cycling skills increase, so you can explore the green roads. When you are able to deal with heavier and faster traffic you can venture onto the blue and pink routes.

Pavement cycle paths, in particular, still require caution and low speed, especially at junctions. Wherever paths are shared with pedestrians, please be considerate; make sure that others are aware of you, and pass slowly leaving as much room as possible. In all cases of shared and segregated pavement cycling the right of way remains with the pedestrian.

**Key**

- Cycleability gradations, in increasing experience
- 1
  - 2
  - 3
  - 4
  - 5
- Tarmac surfaced cycle paths
  - Unsurfaced cycle paths
  - Bridleway
  - Pedestrian links
  - Shared-use cycle path
  - Motorway
  - One way
  - One way with contra flow cycling permitted
  - National Cycle Network route number & Trans-Pennine Trail
  - Railway station
  - Bus interchange
  - Schools
  - Colleges
  - Hospital
  - Place of worship
  - Library
  - Supermarket
  - Post office
  - Cycle parking
  - Bridge
  - Pedestrian crossing
  - Toucan crossing



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Want to find out more about **ORGANISED CYCLE RIDES AND GROUPS** in Warrington?

CONTACT THE ACTIVE LIVEWIRE TEAM ON **01925 624996**

1 yourLiveWire 2 WARRINGTON 16 3 yourLiveWire LiveWire liveinwarrington.co.uk

**Cycle shops**

There are various cycle shops across the town, most offer at least a partial maintenance service. They are:

- Raleigh Cyclelife**  
1 Birchbrook Road, Heatley, Lymm WA13 9RR
- Cyclehouse**  
Buckley Street WA2 7NS
- D & M Cycles**  
Hood Lane, Sankey Bridges WA5 1EJ
- Halfords**  
Alban Retail Park WA2 8TW
- Cheshire Cycles**  
Burley Lane, Appleton Thorn, Warrington WA4 4RP
- Decathlon**  
Jubilee Way/Winwick Road WA2 8HE
- Ron Spencer Cycles**  
186 Orford Lane WA2 7BE
- S.R Electrical & Cycles**  
53 Norris Street, Orford WA2 7RL



**Lymm**

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**Burtonwood**

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**Winwick**

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**Warrington town centre**

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**Culcheth**

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**Cycle safety**

Lights for night riding must be used - dynamos are greener and cheaper than batteries in the long term (some flashing LED lights are now allowed but check to make sure yours are acceptable).

It is also a legal requirement to have front and rear reflectors on your bike.

Consider wearing reflective and bright clothing to make you more visible.

A cycle helmet is optional but can help to protect you against head injury.

Another way to help improve your cycling skills and safety is through cycle training.

**Cycle training**

Warrington has a full programme of free cycle training in schools. The scheme delivers high quality Bikeability training to all 10 year olds in the Borough.

Free adult cycle training is also available to anyone over 16 who lives, works or studies in Warrington. The **FREEWHEELING** courses are for absolute beginners through to experienced riders and give you the skills and confidence to cycle safely in traffic.

Training is delivered informally by friendly but fully accredited instructors and courses are available during daytime, evenings and weekends.

Apply at [www.bikeright.co.uk/freewheeling](http://www.bikeright.co.uk/freewheeling) or call 0161 230 7007.

**Cycle parking**

Cycle parking can be found across Warrington, with at least 9 locations around the town centre. These are shown on the map by a . Whenever you leave your bike in a public place, always lock it by securing the frame to a permanent fixture. It is best to use a D lock, though even these can vary in quality, so choose a sturdy one. Crime Prevention Officers say that if all cyclists used high quality D locks, theft could fall by up to 90%! Remember to remove any quick release parts such as lights. It's a good idea to note your bike's make, colour and frame number and make sure that you add it to your household insurance policy. It's also worth post-coding or tagging your bike.

**Warrington overview map showing strategic routes**

**How long to cycle a mile?**

10 minutes at leisure      5 minutes at moderate pace      3 minutes at speed

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**Highways maintenance**

To report a fault or pothole complete the web form on [www.warrington.gov.uk](http://www.warrington.gov.uk)

Warrington Borough Council maintains approximately 1144km of roads and 1068km of footways making this our largest valued asset. The council is investing £40 million between 2015 and 2020 to provide essential maintenance to the highway and footway/cycleway network, which will provide a smoother ride for cyclists.

**Streetlighting**

To report a fault complete the web form on [www.warrington.gov.uk](http://www.warrington.gov.uk)

The council maintains the majority of the 26,000 streetlights and 4,000 lit signs and bollards across the road network. Between 2015 and 2017 the council is investing £35 million to replace 18,000 street lights, columns and lanterns, which is essential to maintaining lighting across the authority for all users.

**Advice to motorists & cyclists**

**Motorists should..**

- Be aware of cyclists and take extra care at junctions, traffic lights and roundabouts.
- Give cyclists plenty of room when overtaking, usually 2m (6 feet) - if there isn't room to overtake, be patient.
- Obey speed limits.
- Obey Advanced Stop Lines (green boxes at traffic signals designed to give cyclists a head start).
- Not park in or obstruct cycle lanes.
- Expect cyclists to leave cycle lanes at certain times for manoeuvres such as right turns.



**Cyclists should..**

- Ensure the cycle is in good working order and appropriately lit at night.
- Not cycle on the footway unless it is signed as a shared access route.
- Be considerate and give priority when sharing with pedestrians, especially alongside canals and waterways.
- Never cycle through red lights.
- On road, cycle at least 1m from the kerb where cars can see you and away from grids and gullies.
- Take care passing alongside slow moving traffic.
- Watch out for left turning vehicles as you could be in their blind spot.
- Get and read a copy of "Cyclecraft" - considered the definitive guide to safe and confident cycling.

**Birchwood**

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**Key**

Cycleability gradations, in increasing experience

1	2	3	4	5
Tarmac surfaced cycle paths	Unsurfaced cycle paths	Bridleway	Pedestrian links	Shared-use cycle path
Motorway	One way	One way with contra flow cycling permitted	National Cycle Network route number & Trans-Pennine Trail	Railway station
Bus interchange	Schools	Colleges	Hospital	Place of worship
Library	Post office	Cycle parking	Pedestrian crossing	Toucan crossing
Supermarket				

**Signs & symbols**

**Common road signs and markings that you may come across when cycling through the borough.**

- No entry (for all vehicles including cyclists)
- No cycling
- Route for use by pedal cycles only
- With flow cycle lane ahead
- Cycle route
- Motor vehicles prohibited (cycles permitted)
- Be aware of cyclists
- Segregated route
- Shared route for cyclists and pedestrians
- Cycle lane
- Cycle route forming part of the National Cycle Network

**Advanced stop lines**

- Advanced stop lines enable cyclists to negotiate junctions safely.
- When the traffic signals are red, cyclists move ahead to a "reservoir" area to position themselves safely ahead of motorists.

**Cycling for health**

People who cycle regularly not only enjoy the fitness levels of non cyclists ten years their junior but research has shown that they usually live many years more too. In fact research has shown cycling to be the most effective way to increase longevity!

Here are a few reasons why:

**Cycling is good for your heart**

Cycling belongs to the type of exercise known as aerobic, meaning that it uses large muscles in a continuous and rhythmic manner producing beneficial changes in the respiratory and circulatory systems. In other words it's fantastic for your heart and lungs. Regular cycling at a comfortable exertion will make your heart stronger and your lungs more efficient.

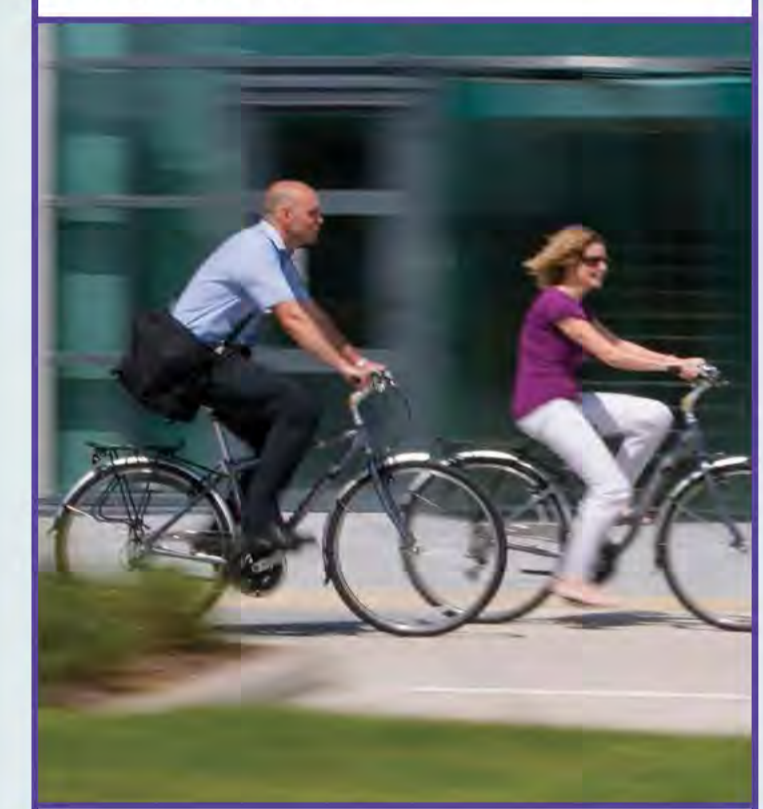


**Cycling is enjoyable**

Remember as a child how long you would spend on your bike? Why? It's because it was great fun. Warrington has many parks and open spaces where you too can relive those fun times in a safe environment and get some great exercise as well.

**Weight control**

Cycling on a regular basis will help to turn your body into a fat burning machine! The more often the body gets exercise the more fat burning enzymes it produces and burns greater amount of calories even when you are resting. A 15-minute cycle to and from work five times a week will burn the equivalent of ¼ stone in fat alone over the course of one year.



**Cycling is no sweat**

Ever been to a gym and sat on the bike pedalling away drenched in sweat? It isn't nice. But when cycling outside you get air movement around your body and this keeps you cooler. Ensure you choose an area that has few or no hills to keep the exertion at a comfortable pace for you and still be rewarded with all the benefits for your body.

**Cycling will make you green**

Do your bit for the environment if you can by cycling regularly, especially for those short journeys when you don't really need to take the car. Think about going to work on your bike a few times per week saving you pounds over the year and help to cut down on damaging emissions. Hours wasted sat in traffic jams could be a thing of the past for you.

**With all these things and more in mind now is the time to get on yer bike!**

**Brompton bike hire**

You can hire a Brompton folding bike from any of the three docks located at Warrington Bank Quay, Warrington Central and Birchwood railway stations. The bikes are a great way to get around town, or if you're going further afield you can pop the folded bike in your car boot, or take it on trains or buses.

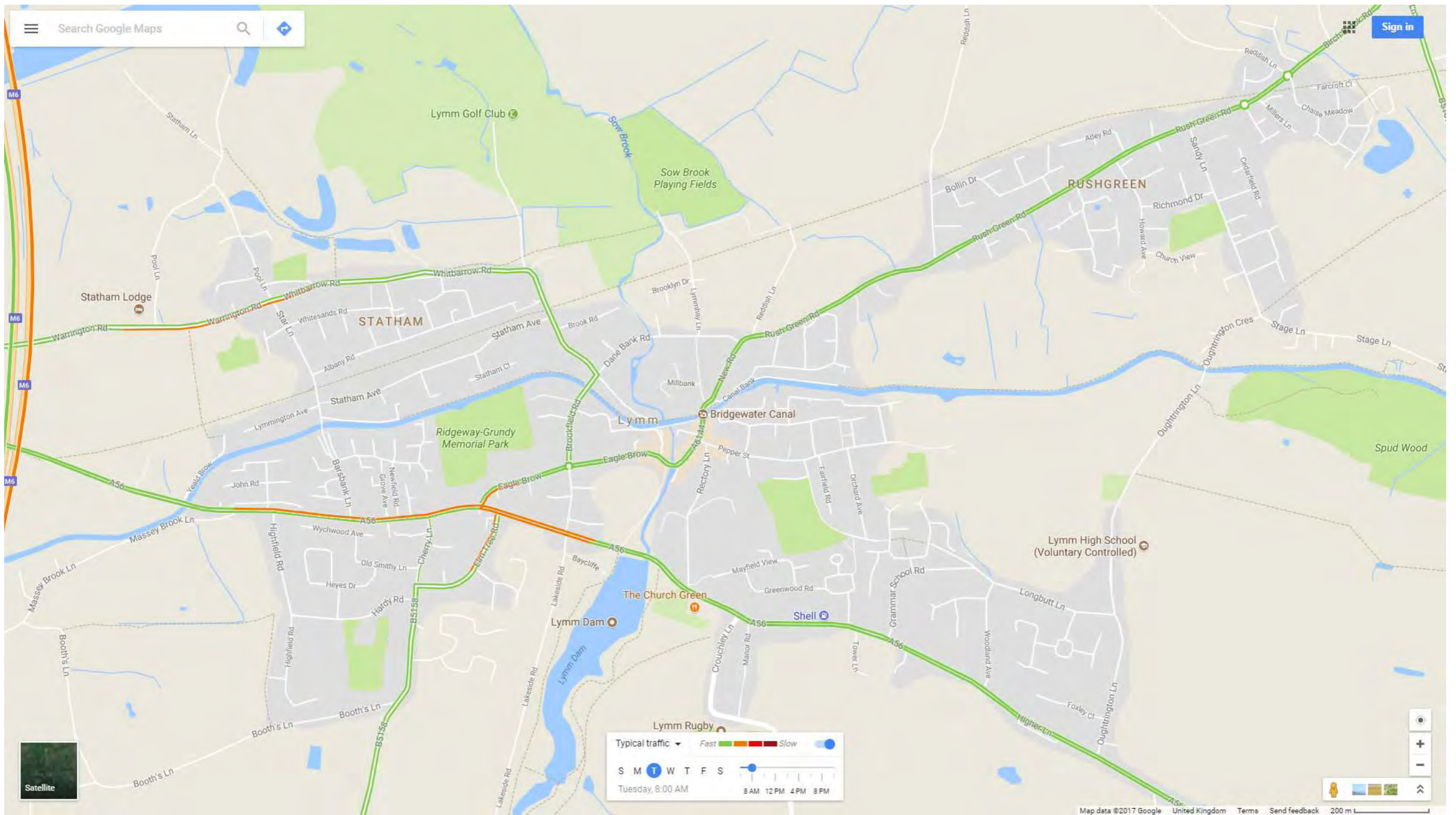
Hiring a bike is simple, once you've registered online, bikes can be reserved online or by text message. You can keep the bike for as long as you like, from hours to weeks at a time, and return it to any of the docks.

Register today at [www.bromptonbikehire.co.uk](http://www.bromptonbikehire.co.uk)

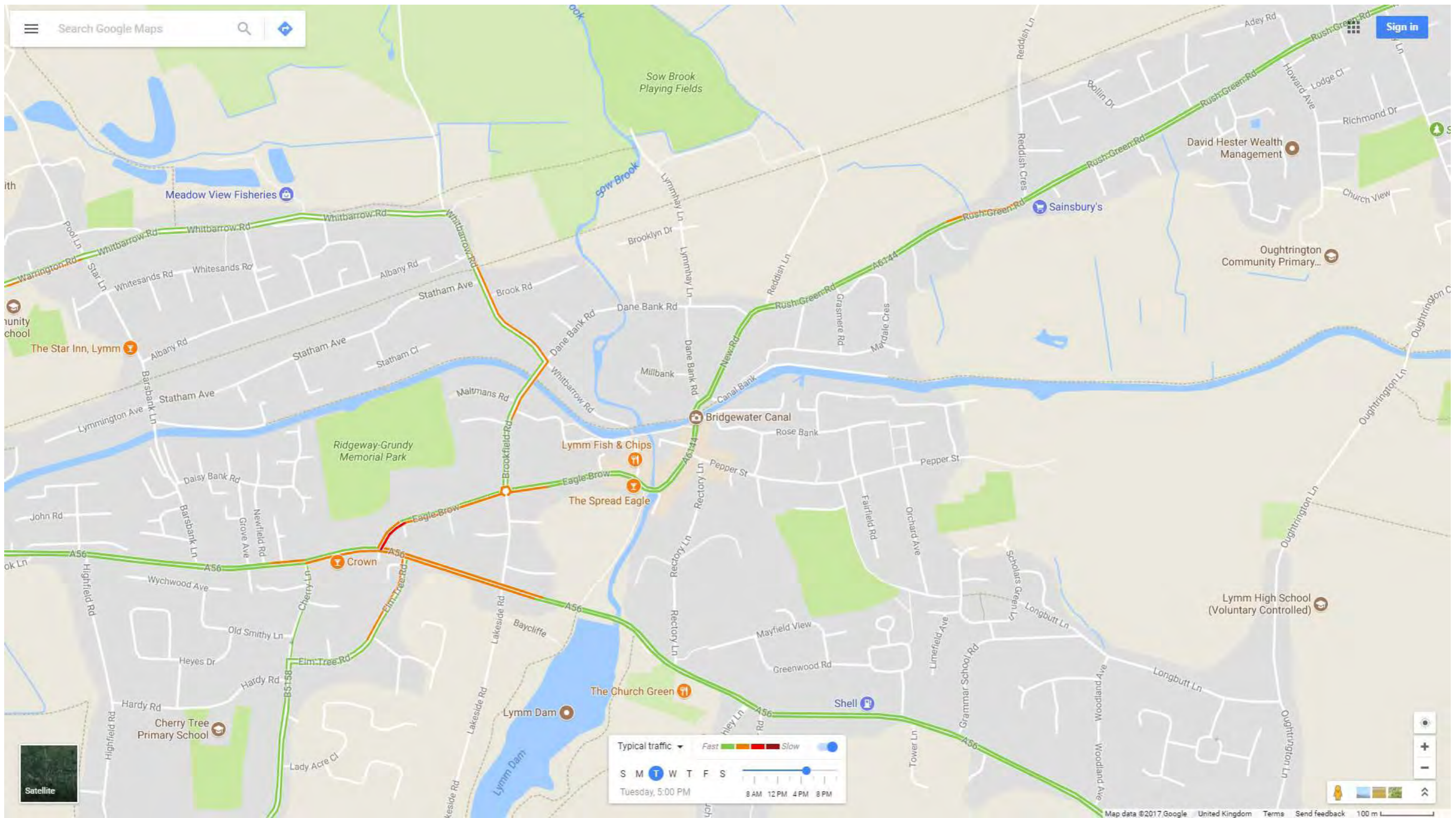
**APPENDIX B**

**Google Traffic Maps**

Lymm – AM Peak (08:00)



Lymm – PM Peak (17:00)





*E* [enquiries@i-transport.co.uk](mailto:enquiries@i-transport.co.uk)

*W* [www.i-transport.co.uk](http://www.i-transport.co.uk)

Grove House, Lutyens Close  
Chineham Court, Basingstoke  
Hampshire RG24 8AG  
*T* 01256 338 640  
*F* 01256 338 644

Centurion House  
129 Deansgate  
Manchester M3 3WR  
*T* 0161 830 2172  
*F* 0161 830 2173

4 Lombard Street  
London  
EC3V 9HD  
*T* 020 7190 2820  
*F* 020 7190 2821

Park House  
Park Square West  
Leeds LS1 2PW  
*T* 0113 357 1360  
*F* 0113 357 1361





THE  
ENVIRONMENT  
PARTNERSHIP

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# LAND OF RUSH GREEN LANE WARRINGTON ECOLOGICAL APPRAISAL

TEP  
Genesis Centre  
Birchwood Science Park  
Warrington  
WA3 7BH

Tel: 01925 844004  
Email: [tep@tep.uk.com](mailto:tep@tep.uk.com)  
[www.tep.uk.com](http://www.tep.uk.com)

Offices in Warrington, Market Harborough, Gateshead, London and Cornwall



CONTENTS	PAGE
1.0 Overview .....	1
2.0 Areas of Constraint.....	4
3.0 Opportunities.....	7

## APPENDICES

APPENDIX A: Phase 1 Target Notes

APPENDIX B: Desktop Study

## DRAWINGS

G6612.04.001 Phase 1 Habitat Survey Plan

G6612.04.002 - Ecological Constraints Plan

Illustrative Masterplan

## 1.0 Overview

### Summary

- 1.1 Based on the desktop assessment and site surveys described in the sections below, TEP's assessment indicates that there are no overriding ecological constraints which preclude sustainable development of the Land at Rush Green site.

### Introduction

- 1.2 TEP was commissioned by Peel Holdings (Land and Property) Ltd in August 2017 to provide an ecological representation for Land of Rush Green Lane (25ha), outlining potential ecological constraints and opportunities in relation to potential future development of the site for housing.
- 1.3 The site is currently allocated as Green Belt within the Warrington Unitary Development Plan (July 2014). However, Peel consider that the site would represent a sustainable location for residential development, capable of making a very significant contribution to meeting the housing needs of Warrington over the emerging plan period.
- 1.4 The Phase 1 Habitat Map and accompanying Target Notes are found in Appendix A. Areas of high, medium and low ecological constraint have been identified and are shown on Drawing G6612.04.002 Ecological Constraints Plan.

### Desktop and Background Study

- 1.5 Table 1 below shows protected sites identified from Natural England data sets within 10km of the site boundaries.

*Table 1- Site name, location and designation*

Name	Location	Designation
Rixton clay pits	2.3km N	SSSI Local Nature Reserve (LNR) Special Area of Conservation (SAC)
Paddington Meadows	5.5km NW	LNR
Risley Moss	4.3km N	LNR, SSSI
Rostherne Mere	5km SE	National Nature Reserve (NNR) Ramsar, SSSI
Midland Mere and Mosses	8km SE	Ramsar
Brookheys Covert	5km NE	SSSI

Name	Location	Designation
Dunham Park	3.8km E	SSSI
Woolsten Eyes	1.8km NW	Site of Special Scientific Interest (SSSI)
The Mere, Mere	6.7km SE	SSSI
Tatton Mere	8.5km SE	SSSI
Astley and Bedford Mosses	9.5km N	SSSI
Holcroft Moss	5.5km N	SSSI
Manchester Mosses	9.5km N	SAC

- 1.6 Impacts on these internationally and nationally designated sites will need to be considered at the detailed design stage.
- 1.7 Woolston Eyes is the closest nationally protected site and lies approximately 1800m north west of site, it is designated as an internationally important site for breeding birds. Woolston Eyes is designated as a Site of Special Scientific Interest (SSSI), and as a Local Nature Reserve. The development site is separated from Woolston Eyes protected sites by the A57, which is a major roadway and barrier to migration for amphibians. In addition no access for development traffic is required through Woolston Eyes. However, the potential for impacts upon this site would need to be reviewed at the detailed design stage.
- 1.8 The site falls within a Natural England SSSI Impact Risk Zone for Woolston Eyes and Rixton Clay Pits. Residential developments over 100 houses and rural residential housing over 50 houses are both listed in the SSSI impact risk categories. Therefore, consultation with Natural England will be required should either of these thresholds be passed.
- 1.9 Rixton Clay Pits is also classified as a local wildlife site (LWS). The other local wildlife site within 1km are Lymm dam complex, Helsdale wood and Newhey's plantation, Heatley lake and Lymm dingle. Impacts on LWS will need to be reviewed at the detail design stage.
- 1.10 Records of protected species within 1km of the site were returned including bird species listed under Schedule 1 of the Wildlife and Countryside Act 1981 (as amended), Section 41 (S41) of the NERC Act 2006, the Local Biodiversity Action Plan (LBAP) and Birds of Conservation Concern (BoCC). Other protected species identified within 1km include badger, polecat, water vole, hedgehog and common pipistrelle and moss species. No records were returned within the site boundary.

1.11 In line with Policy CC 1 of the Warrington Borough Council Local Plan Core Strategy (adopted July 2014), Hollins Green has been specifically identified as a location to be excluded from the general green belt policy. The CC 1 policy states that new build developments will be allowed provided they comply with national planning policy and are suitable in terms of policy CS1.

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

### Site Description

1.13 The surveyed site is dominated by five semi-improved neutral grassland. These fields comprise low constraint area on Drawing G6612.04.002.

1.14 The western half of the site was not surveyed due to access limitations. This is currently proposed to be developed under Phase 3 and detailed survey work of this area will be undertaken going forward to fully assess ecological constraints in this area.

1.15 A band of tall ruderal vegetation bounded broad-leaved woodland runs along the northern boundary. An area of tall ruderal also sits on the central southern boundary. Scattered scrub dominated by bramble *Rubus fruticosus agg* runs along the western accessible part of site, which is the centre of the site. A small area of amenity grassland is close to the eastern boundary.

1.16 A species-poor intact hedgerow is present along the southern boundary dominated by hawthorn *Crataegus monogyna*, which is an S41 habitat of principal importance. An area of native species-rich hedgerow with trees lays on the north eastern boundary, dominated by hawthorn. These habitats comprise moderate constraint area on drawing G6612.04.002.

1.17 There is a large block of broadleaved woodland dominated by ash *Fraxinus excelsior* running through the centre of site, bounded by areas of tall ruderal vegetation. Following the fence line that extends out north and south from this woodland there are scattered broadleaved trees. These habitats are mapped as high constraint area on Drawing G6612.04.002.

1.18 A small building and hardstanding area is close by to the north of the woodland.

1.19 A shallow dry drainage ditch runs along the centre of the site. There is a small patch of marshy grassland that nest to this ditch. Both these habitats are also included within the high constraint area.

1.20 The invasive species Himalayan balsam *Impatiens glandulifera* and Japanese knotweed *Fallopia japonica* listed on Schedule 9 of the Wildlife and Countryside Act (1981, as amended) was recorded in a number of places across the site. The location of the Himalayan balsam stands are shown on Drawing G6612.04.001.

## 2.0 Areas of Constraint

### High Constraint

2.1 The following habitat features represent a High Constraint to development:

- Broadleaved plantation woodland;
- Native species-rich hedgerow and trees;
- Drainage ditches

2.2 These areas of woodland, hedgerow, and ditches act as wildlife corridors and would be retained in the masterplan and be protected by habitat buffers. It is recommended that the exclusion buffers extend at least 10m from these features. Although the majority of these habitats are to be retained access points will need to pass through the areas of high constraint. These should be sensitively designed with ecology in mind, minimising the amount of habitat loss.

2.3 The young woodland may qualify as a Section 41 habitat<sup>1</sup>. The lighting scheme adjacent to the woodlands should be carefully planned to avoid light spill onto tree canopies (this can affect bat roosting and displace foraging bats).

### Medium Constraint

2.4 The site also includes a number of areas of medium constraint. The hedgerows within the site consist of native species and are therefore Section 41 habitat<sup>2</sup>. The marshy grassland and tall ruderal vegetation along the north and south of site, while not priority habitats, form valuable habitat linkages along the site boundaries particularly where it borders the Manchester ship canal.

2.5 The mature scattered trees, predominantly along the native species-rich hedgerow also represents a medium constraint, offering some bat roosting potential and foraging, commuting and nesting opportunities to local species.

2.6 If these areas are to be removed, given the extent of the site, there would be the opportunity to mitigate or compensate for losses of habitat linkages.

### Low Constraint

2.7 The area of low constraint consists entirely of semi-improved neutral grassland vegetation which offers little opportunity to local wildlife.

### Protected and Priority Fauna

2.8 Constraints relating to protected and Section 41 species are considered in Table 1. Only areas currently in use as arable crop are to be lost during development. All other habitat must be suitably protected throughout development.

---

<sup>1</sup> Under S41 of the Natural Environment and Rural Communities Act, 2006, Local Planning Authorities are under a duty to have regard to habitats and species of principal importance for biodiversity (such as native hedgerows, natural watercourses, deciduous woodland, lowland meadows etc)

<sup>2</sup> Under S41 of the Natural Environment and Rural Communities Act, 2006, Local Planning Authorities are under a duty to have regard to habitats and species of principal importance for biodiversity (such as native hedgerows, natural watercourses, deciduous woodland, lowland meadows etc)

Table 2. Summary of constraints related to Fauna

Fauna Group/ Species (Protected <sup>3</sup> )	Constraint	Details
Amphibians	Yes	<p>One pond found within 500m with connectivity to the site (approximately 175m west of the surveyed area). This was not visible during survey. The site is otherwise isolated by residential development and associated infrastructure to north, east and west, and Bridgewater Canal to south.</p> <p>The site is suitable habitat for amphibians and surveys will be required to inform a planning application.</p>
Reptiles	Yes	<p>The site contains only limited habitat for reptiles with grassland, scrub and hedgerows may providing foraging and sheltering habitat, but basking opportunities are limited. Further surveys for presence are required.</p>
Birds	Yes	<p>The habitats across the site provides breeding opportunities for a range of bird species. A number of Section 41 priority birds and those protected under Schedule 1 of the Wildlife and Countryside act, 1981 have historically recorded from within the site.</p> <p>Nesting habitat in woodland, hedgerows and scattered trees and scrub to the west which is less disturbed. Breeding and wintering bird surveys will be required to inform a planning application.</p>
Bats	Yes	<p>The woodland in the centre of the site may contain potential roost features for bats but full ground based assessment not completed as assumed this area will be retained. No potential roost features identified in the scattered trees nor in those in the boundary hedgerows but for all mature trees, due to the time of year, the canopy foliage may obscure visibility. Updated ground-based tree assessment required over winter months when tree removal plan has been produced. Low potential trees require soft felling under supervision. Moderate and high potential require nocturnal roost surveys.</p> <p>Woodland and hedgerows good foraging and commuting routes which link to the Bridgewater Canal to the south and into the surrounding landscape. Activity transects and static monitoring may be required each month during bat active season if these areas are to be removed. Retain these areas with standard tree protection areas where possible and sensitive lighting strategy.</p> <p>A number of the scattered trees have potential for roosting bats. The network of habitats provide foraging and commuting opportunities for bat species. At least three species of bat have been recorded within 1km of the site boundary. Bat roost and transect surveys will be required to inform a planning application.</p>

<sup>3</sup> The rarest and most threatened species in England are listed under Section 41 of the 2006 Natural Environment and Rural Communities (NERC) Act. Protecting and enhancing S41 species is key delivering the Biodiversity 2020 strategy.



Fauna Group/ Species (Protected3)	Constraint	Details
Badger	Yes	No setts found but suitable sett excavation habitat in woodland in centre of the site and the dense scrub/semi-improved grassland to the west which is less disturbed. Fields form suitable foraging habitat but possible foraging evidence was obscured by dog walking activity and grazing horses. Some connectivity to Spud Wood to east via canal towpath along south site boundary but otherwise largely isolated site by Rush Green Road and residential development. Pre-commencement checks and RAMs are advisable.
Water vole	No	There are water vole records from within 1km of the site. The ditch runs through centre of the site but found to be dry. Bridgewater canal unsuitable for water vole due to reinforced banks minimizing burrowing opportunities.
Otter	No	A ditch runs through centre of the site but found to be dry. Otters could pass through but unlikely to use the site due to frequent disturbance by dog walkers.

## 3.0 Opportunities

- 3.1 There are opportunities to enhance biodiversity through the process of development, in line with National Planning Policy Framework (NPPF) under Section 40<sup>4</sup> and Warrington Borough Council supplementary planning document on Design and Construction (2016).
- 3.2 The supplementary planning document on Design and Construction (2016) states that development of new sites in relation to ecology will need to adhere to the following:
- Existing attractive or valuable natural features must be retained and protected on a site and be the starting point for the development of building design and landscaping proposals. These could include trees, hedges, ponds or streams. They may be valuable because of their visual amenity or their wildlife or biodiversity value. The Council has identified significant areas for nature conservation within the borough. Development proposals on or close to designated wildlife sites will warrant special scrutiny and those that will have an adverse effect on these sites will not be permitted without mitigation to reduce the damage.
  - Planting that enhances nature conservation, wildlife habitat and diversity will be encouraged, particularly on sites that are close to existing wildlife areas or enhance and expand “green corridors”.
- 3.3 The illustrative masterplan for the site indicates that all features of ecological value are to be retained and there are suitable areas available for enhancement.
- 3.4 The Overall Spatial Strategy - Delivering Sustainable Development (Policy CS 1) also identifies the need to sustain and enhance the borough’s built heritage, biodiversity and geodiversity. Biodiversity can be enhanced through appropriate planting and management of existing features.
- 3.5 Warrington Unitary Development Plan (July 2014) Policy QE3 on Green Infrastructure identifies goals in relation to:
- protecting existing provision and the functions this performs;
  - improving the quality of existing provision, including local networks and corridors, specifically to increase its attractiveness as a sport, leisure and recreation opportunity and its value as a habitat for biodiversity;
  - protecting and improving access to and connectivity between existing and planned provision to develop a continuous right of way and greenway network and integrated ecological system;
- 3.6 The retained areas on site provide important green corridors, particularly along the southern boundary which runs along the Bridgewater canal. These corridors can be maintained and enhanced to further provide opportunities to both wildlife and the local community.

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<sup>4</sup> Section 40 of the Natural Environment and Rural Communities Act 2016 places a duty on all public authorities in England and Wales to have regard, in the exercise of their functions, to the purpose of conserving biodiversity which in turn will seek to contribute to the achievement of the commitments of the Biodiversity 2020 strategy.

- 3.7 The non-native invasive species recorded within the site boundary should be controlled. There is the opportunity to enhance the existing green corridors and woodland blocks for wildlife by clearing the Himalayan balsam and Japanese knotweed which currently dominates the understorey, excluding native vegetation.

## **APPENDIX A: Phase 1 Target Notes**

# Target Notes Report

## Target Note 1

Young semi-natural broad-leaved woodland screening the site from Bucklow Gardens.

<i>Prunus sp.</i>	Cherry species	D
<i>Acer campestre</i>	Field Maple	O
<i>Betula pendula</i>	Silver Birch	O
<i>Cornus sanguinea</i>	Dogwood	O
<i>Corylus avellana</i>	Hazel	O
<i>Crataegus monogyna</i>	Hawthorn	O
<i>Cytisus scoparius</i>	Broom	O
<i>Fraxinus excelsior</i>	Ash	O
<i>Rosa canina</i> agg.	Dog Rose	O



## Target Note 2

Tall ruderal vegetation within grazed fields

<i>Cirsium arvense</i>	Creeping Thistle	D
<i>Rumex crispus</i>	Curled Dock	F
<i>Urtica dioica</i>	Nettle	F
<i>Cirsium vulgare</i>	Spear Thistle	O
<i>Epilobium hirsutum</i>	Great Willowherb	O
<i>Petasites hybridus</i>	Butterbur	O
<i>Rubus idaeus</i>	Raspberry	O
<i>Rumex obtusifolius</i>	Broad-leaved Dock	O
<i>Senecio jacobaea</i>	Common Ragwort	O



### Target Note 3

Semi-improved grassland fields which are grazed by horses

<i>Holcus lanatus</i>	Yorkshire-fog	D
<i>Ranunculus repens</i>	Creeping Buttercup	A
<i>Agrostis capillaris</i>	Common Bent	F
<i>Anthriscus sylvestris</i>	Cow Parsley	F
<i>Arrhenatherum elatius</i>	False Oat-grass	F
<i>Dactylis glomerata</i>	Cock's-foot	F
<i>Lolium perenne</i>	Perennial Ryegrass	F
<i>Persicaria maculosa</i>	Redshank	F
<i>Plantago lanceolata</i>	Ribwort Plantain	F
<i>Rumex crispus</i>	Curled Dock	F
<i>Rumex obtusifolius</i>	Broad-leaved Dock	F
<i>Senecio jacobaea</i>	Common Ragwort	F
<i>Heracleum sphondylium</i>	Hogweed	O
<i>Plantago major</i>	Greater Plantain	O
<i>Ranunculus acris</i>	Meadow Buttercup	O
<i>Taraxacum officinale agg.</i>	Dandelion	O
<i>Trifolium repens</i>	White Clover	O
<i>Tripleurospermum inodorum</i>	Scentless Mayweed	O
<i>Vicia sativa</i>	Common Vetch	O
<i>Chamerion angustifolium</i>	Rosebay Willowherb	R



### Target Note 4

Mature plantation broad-leaved woodland in centre of the site

<i>Fraxinus excelsior</i>	Ash	D
<i>Betula pendula</i>	Silver Birch	A
<i>Fagus sylvatica</i>	Beech	F
<i>Quercus robur</i>	English Oak	F
<i>Corylus avellana</i>	Hazel	O
<i>Ilex aquifolium</i>	Holly	O
<i>Sambucus nigra</i>	Elder	O
<i>Sorbus aucuparia</i>	Rowan	O
<i>Salix species</i>	Willow species	R



## Target Note 5

Semi-natural woodland in the south of the site adjacent to the canal

<i>Fallopia japonica</i>	Japanese Knotweed	A
<i>Impatiens glandulifera</i>	Himalayan Balsam	A
<i>Rubus fruticosus</i> agg.	Bramble	A
<i>Crataegus monogyna</i>	Hawthorn	F
<i>Fraxinus excelsior</i>	Ash	F
<i>Quercus robur</i>	English Oak	F
<i>Sambucus nigra</i>	Elder	F
<i>Urtica dioica</i>	Nettle	F
<i>Acer campestre</i>	Field Maple	O
<i>Alnus glutinosa</i>	Alder	O
<i>Calystegia</i> sp.	Bindweed species	O
<i>Corylus avellana</i>	Hazel	O
<i>Epilobium hirsutum</i>	Great Willowherb	O
<i>Digitalis purpurea</i>	Foxglove	R



## Target Note 6

Dense scrub within the grassland

<i>Rubus fruticosus</i> agg.	Bramble	D
<i>Urtica dioica</i>	Nettle	D
<i>Fraxinus excelsior</i>	Ash	F
<i>Ranunculus repens</i>	Creeping Buttercup	F
<i>Chamerion angustifolium</i>	Rosebay Willowherb	O
<i>Epilobium montanum</i>	Broad-leaved Willowherb	O





### Target Note 7

Marshy grassland within field adjacent to hedgerow

<i>Juncus effusus</i>	Soft Rush	D
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### Target Note 8

Dry ditch colonised by scattered broad-leaved trees

<i>Pteridium aquilinum</i>	Bracken	D
<i>Chamerion angustifolium</i>	Rosebay Willowherb	F
<i>Acer pseudoplatanus</i>	Sycamore	O
<i>Phalaris arundinacea</i>	Reed Canary-grass	O
<i>Prunus sp.</i>	Cherry species	O
<i>Quercus robur</i>	English Oak	O



## Target Note 9

Hedgerow 1 on east site boundary. Native species-rich hedgerows with trees. Less than 10% gaps and unmanaged to 15m tall and 4m wide. Adjacent to public footpath and connectivity to semi-natural broad-leaved woodland.

<i>Crataegus monogyna</i>	Hawthorn	D
<i>Rubus fruticosus</i> agg.	Bramble	A
<i>Fraxinus excelsior</i>	Ash	F
<i>Geum urbanum</i>	Wood Avens	F
<i>Hedera helix</i>	Ivy	F
<i>Quercus robur</i>	English Oak	F
<i>Corylus avellana</i>	Hazel	O
<i>Prunus</i> sp.	Cherry species	O
<i>Acer campestre</i>	Field Maple	R
<i>Acer pseudoplatanus</i>	Sycamore	R
<i>Aesculus hippocastanum</i>	Horse-chestnut	R



## Target Note 10

Hedgerow 2 - native species-poor intact hedgerow. Leggy and unmanaged to 6m high and 3m wide. Less than 10 gaps.

<i>Crataegus monogyna</i>	Hawthorn	D
<i>Hedera helix</i>	Ivy	A
<i>Calystegia</i> sp.	Bindweed species	F
<i>Acer campestre</i>	Field Maple	O
<i>Centaurea nigra</i>	Knapweed	O
<i>Quercus robur</i>	English Oak	O
<i>Sambucus nigra</i>	Elder	O



### Target Note 11

Hedgerow 3 - native species-poor intact hedgerow. Unmanaged to 6m and 3m wide with less than 10% gaps. Viewed from site boundary with binoculars.

*Crataegus monogyna*  
*Impatiens glandulifera*

Hawthorn  
Himalayan Balsam

D  
A



### Target Note 12

Hedgerow 4 - native species-poor hedgerow with trees. Unmanaged with less than 10% gaps. Adjacent to public footpath and canal along south site boundary.

*Crataegus monogyna*  
*Hedera helix*  
*Rubus fruticosus* agg.  
*Urtica dioica*

Hawthorn  
Ivy  
Bramble  
Nettle

D  
A  
A  
A

*Acer pseudoplatanus*  
*Fraxinus excelsior*  
*Quercus robur*  
*Digitalis purpurea*  
*Pteridium aquilinum*

Sycamore  
 Ash  
 English Oak  
 Foxglove  
 Bracken

F  
 F  
 F  
 O  
 O



### Target Note 13

Hedgerow 5 - native species-poor hedgerow with trees. Gaps less than 10%.

*Crataegus monogyna*  
*Acer pseudoplatanus*  
*Artemisia vulgaris*  
*Quercus robur*  
*Quercus cerris*

Hawthorn  
 Sycamore  
 Mugwort  
 English Oak  
 Turkey Oak

D  
 O  
 O  
 O  
 R



KEY - D = Dominant, A = Abundant, F = Frequent, O = Occasional, R = Rare

## **APPENDIX B: Desktop Study**

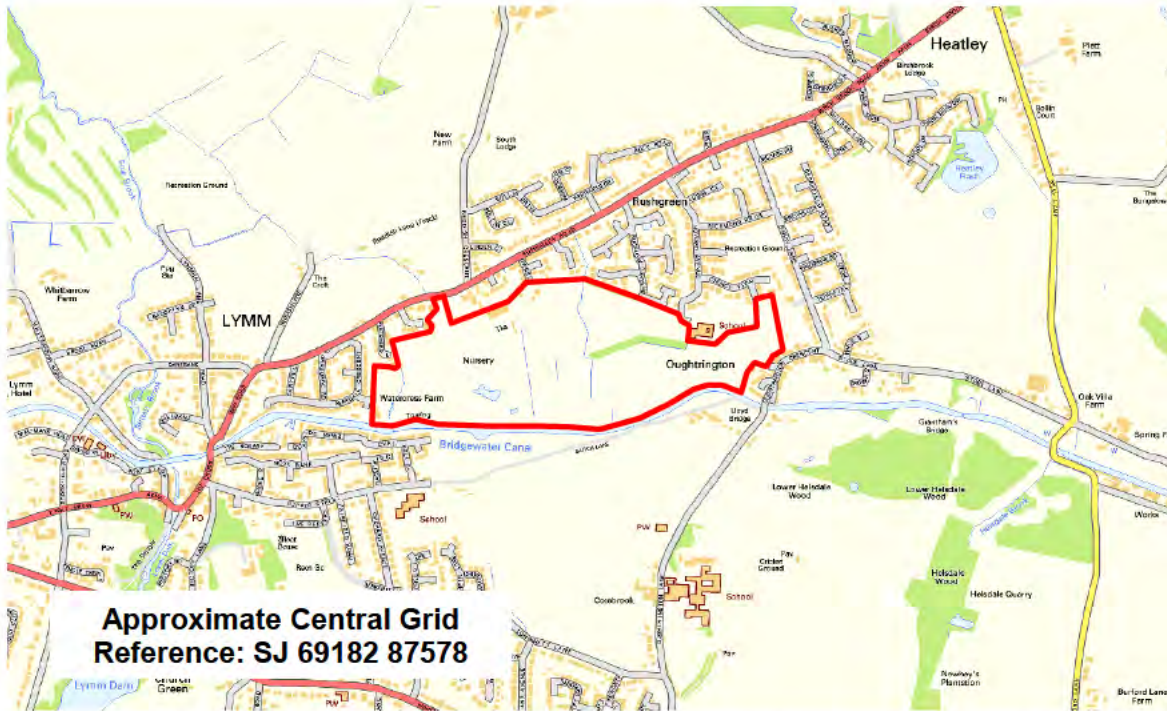
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**Desk Based Ecology Assessment  
Land off Rush Green Lane, Warrington (WA13 9QY)  
Approximate Central Grid Reference: SJ 69182 87578**

## **Contents**

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

## Site location plan



Contains Ordnance Survey data © Crown copyright and database right 2017

## Extract of Warrington Borough Council Local Plan (adopted July 2014) – Proposals map and supporting key



— Site location



**Local Plan Core Strategy** ✓

- LPCS Area Boundaries
- LPCS CC1 Inset and Green Belt Settlements
  - Region
  - Region
- LPCS CC3 Walton Hall Estate
- LPCS CS5 OSS 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 SN4 Hierarchy of Centres
  - Point
  - Point
  - Point
  - Region
- LPCS SW1 Stockton Heath District Centre
- LPCS Trunk Roads and Primary Routes
- LPCS WW1 Chapelford Urban Village

**Conservation Areas** ✓

- Conservation Areas
  - Region
  - Region

**Tree Preservation Orders** ✓

- Active
  - Region
  - Region
  - Region
  - Region
  - Region
  - Region

## Extracts of relevant planning policies and supplementary planning guidance

### Policy CS 1

#### Overall Spatial Strategy - Delivering Sustainable Development

Throughout the borough, development proposals that are sustainable will be welcomed and approved without delay.

To be sustainable, development must accord with national and local planning policy frameworks, taking into account other material considerations, and must, in no particular order, have regard to:

- the planned provision made for economic and housing growth;
- the requirement to provide for recognised and identified development needs;
- the priority afforded to the protection of the Green Belt and the character of the countryside;
- the priority afforded to accommodating growth in Inner Warrington through the use of previously developed land;
- the importance of sustaining and enhancing the vitality and viability of the Town Centre and other designated centres that act as community hubs;
- the need to develop sites, services and facilities in appropriate locations accessible by public transport, walking and cycling;
- the need to make the best use of existing transport, utility, social and environmental infrastructure within existing settlements, and ensure additional provision where needed to support development;
- the need to address the causes of and be resilient to the effects of climate change;
- the need to sustain and enhance the borough's built heritage, biodiversity and geodiversity;
- the importance of prudently using resources and maximising re-use, recovery and recycling where possible;
- the need to safeguard environmental standards, public safety, and residential amenity;
- the delivery of high standards of design and construction, that have regard to local distinctiveness and energy efficiency; and
- the need to improve equality of access and opportunity.

The Council's approach will always be to work proactively with applicants jointly to find solutions which mean that proposals can accord with the development plan and be approved without delay wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise - taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

## Policy CS 5

### Overall Spatial Strategy - Green Belt

The Council will maintain the general extent of the Green Belt for as far as can be seen ahead and at least until 2032, in recognition of its purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns from merging into one another;
- to assist in safeguarding the countryside from encroachment; and
- to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

The boundaries of the Green Belt in Warrington, which is contiguous with the Green Belt in Merseyside, Greater Manchester, and North Cheshire, are shown on the Policies Map.

The strategic locations and proposals set out in Policy CS2 - Quantity and Distribution of Development provide for significant growth throughout and beyond the plan period. There is therefore no need to review Strategic Green Belt boundaries during the plan period.

A minor detailed change to the approved Green Belt boundary in the Warrington Unitary Development Plan has been made at Bents Garden Centre, Glazebury.

Development Proposals within the Green Belt will be approved where they accord with relevant national policy.

## Policy CS 6

### Overall Spatial Strategy – Strategic Green Links

The Council will work with partners to develop and adopt a strategic approach to the care and management of the borough's Green Infrastructure. A key focus of these efforts will be on reinforcing, and maximising the environmental and socio-economic benefits from, those Strategic Green Links which connect the borough to the wider sub-region such as:

- The Bridgewater Canal
- The Mersey Valley;
- The River Bollin;
- Sankey Valley Park and St. Helens Canal;
- The Transpennine Trail; and
- Bold Forest Park.

The Council is committed to supporting wider programmes and initiatives which seek to connect the borough's Strategic Green Links with employment areas, residential communities, and Green Infrastructure Assets including the Manchester Mosses, Mersey Forest, Walton Hall Estate and the potential significant country park in the Arpley area when landfill operations have finished and restoration is complete.

In accordance with Policy QE3 the Development Management Process will contribute to the objectives of this Policy.

### Policy QE 3

#### Green Infrastructure

The Council will work with partners to develop and adopt an integrated approach to the provision, care and management of the borough's Green Infrastructure. Joint working and the assessment of applications will be focussed on:

- protecting existing provision and the functions this performs;
- increasing the functionality of existing and planned provision especially where this helps to mitigate the causes of and addresses the impacts of climate change;
- improving the quality of existing provision, including local networks and corridors, specifically to increase its attractiveness as a sport, leisure and recreation opportunity and its value as a habitat for biodiversity;
- protecting and improving access to and connectivity between existing and planned provision to develop a continuous right of way and greenway network and integrated ecological system;
- securing new provision in order to cater for anticipated increases in demand arising from development particularly in areas where there are existing deficiencies assessed against standards set by the Council.

## Policy GE 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 OE 8

### 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.

## 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.

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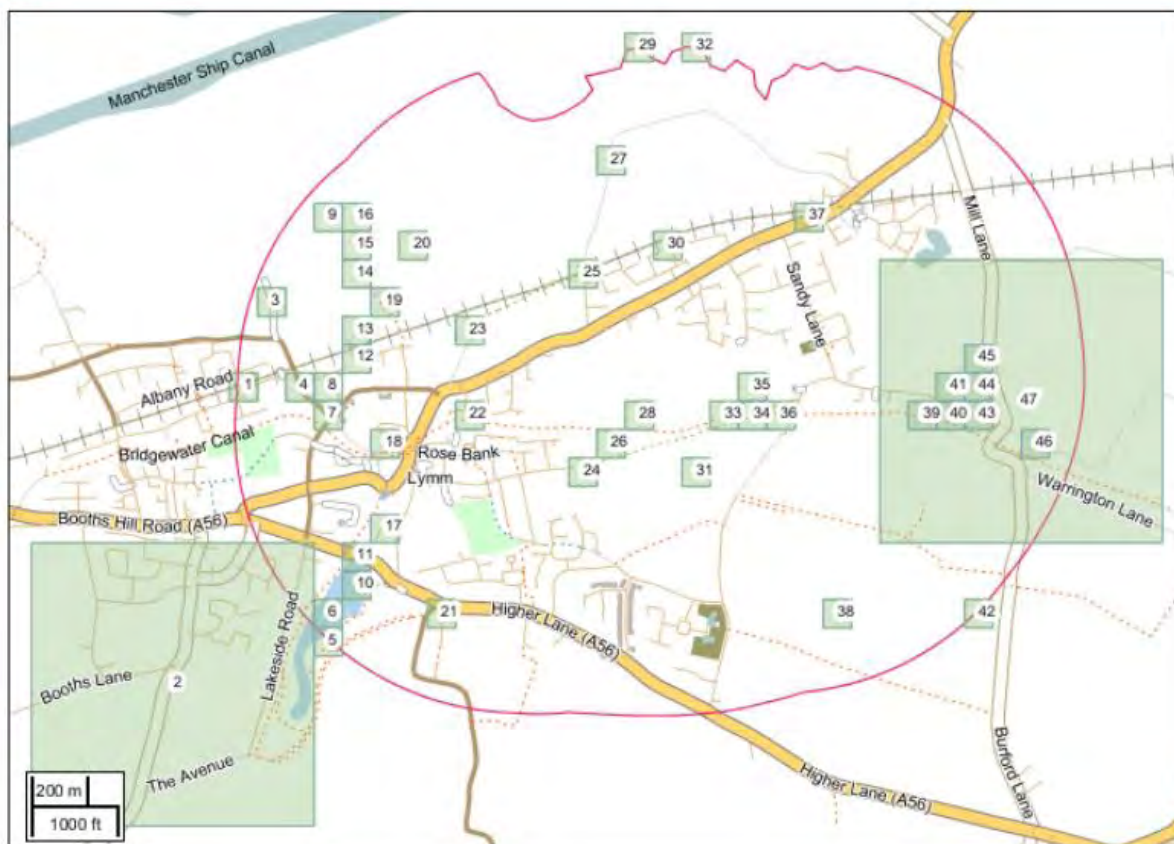
## Map provided by RECORD of site designations within 1km

There are no designated sites within 1km



## Extract of species data provided by RECORD within 1km

### Map



## Species Summary Report

### Species Grid Id Summary Report

#### BIRD

Taxon name	Grid ref. id
Grey Wagtail	11 (2008)
Mistle Thrush	3 (2008)
Black-headed Gull	6 (2014), 31 (2014), 42 (2014)
Mallard	5 (2014), 10 (2014), 11 (2008), 17 (2014), 18 (2014)
House Sparrow	25 (2014), 37 (2014)
Starling	40 (2007)
Yellowhammer	30 (2014)
Swift	4 (2009), 8 (2009)

#### FLOWERING PLANT

Taxon name	Grid ref. id
Bluebell	2 (2015)
Japanese Knotweed	12 (2008-2015), 24 (2008), 27 (2008), 33 (2008)
Large-flowered Hemp-nettle	44 (2013)
Indian Balsam	2 (2015), 12 (2008), 28 (2008), 41 (2013)
Rhododendron	2 (2015)
Orange Balsam	3 (2008)

#### INSECT - TRUE FLY (DIPTERA)

Taxon name	Grid ref. id
Stiletto-fly	29 (2008), 32 (2008)

#### MOSS

Taxon name	Grid ref. id
Freiberg's Screw-moss	7 (2008), 22 (2008), 26 (2008), 34 (2008), 35 (2008), 36 (2008), 39 (2008), 46 (2008)

#### TERRESTRIAL MAMMAL

Taxon name	Grid ref. id
European Water Vole	3 (2008), 9 (2009), 20 (2009)
American Mink	14 (2009), 15 (2009), 16 (2009), 17 (2007), 19 (2009)
Common Pipistrelle	38 (2014)

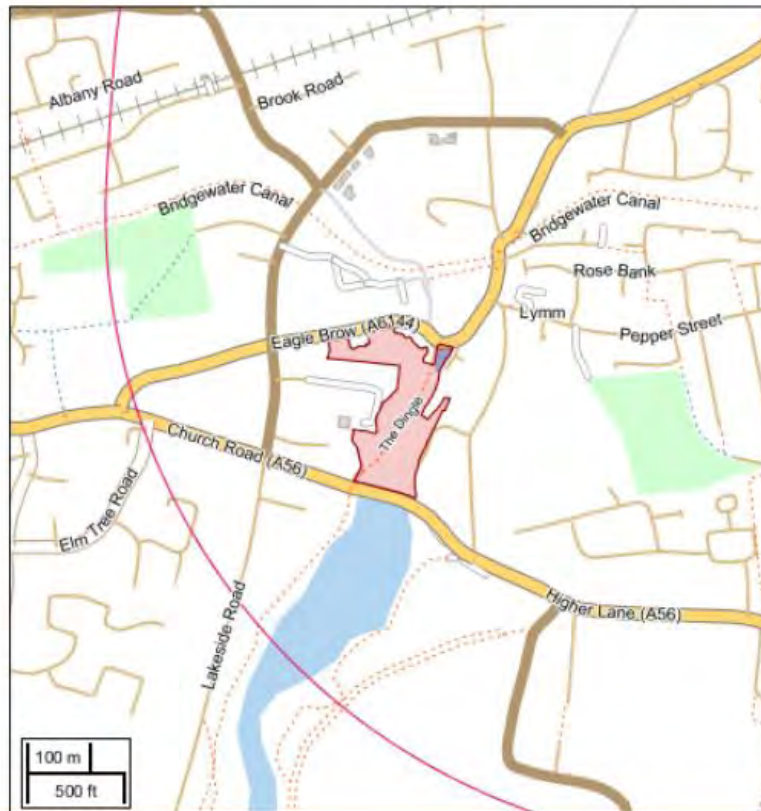
Eurasian Badger	1 (2010), 12 (2015), 13 (2011), 43 (2011), 45 (2013), 47 (2016)
West European Hedgehog	21 (2015)
Polecat	23 (2007)

# Locally protected sites provided by RECORD within 1km

Local Wildlife Sites

Lymm Dingle / WA021

Map



Site name	Lymm Dingle
Site code	WA021
Authority	Warrington Local Wildlife Sites Partnership
Site centroid	SJ6819587131

Heatley Lake / WA014

Map



Site name	Heatley Lake
Site code	WA014
Authority	Warrington Local Wildlife Sites Partnership
Site centroid	SJ7018388082

*Helsdale Wood and Newhey's Plantation / WA015*

Map



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

*Lymm Dam Complex / WA020*

Map



<b>Site name</b>	Lymm Dam Complex
<b>Site code</b>	WA020
<b>Authority</b>	Warrington Local Wildlife Sites Partnership
<b>Site centroid</b>	SJ6814986497

**Regionally Important Geodiversity Sites**

For further information or citations for these Regionally Important Geological Sites please contact Steve Woolfall (steve.woolfall@cheshirewestandchester.gov.uk) or Cynthia Burek (c.burek@chester.ac.uk) from the Cheshire RIGS group.

*Lymm Dam / CH050*

Map



Site name	Lymm Dam
Site code	CH050
Authority	Cheshire Regionally Important Geological Sites (RIGS) Committee
Site centroid	SJ6811786998



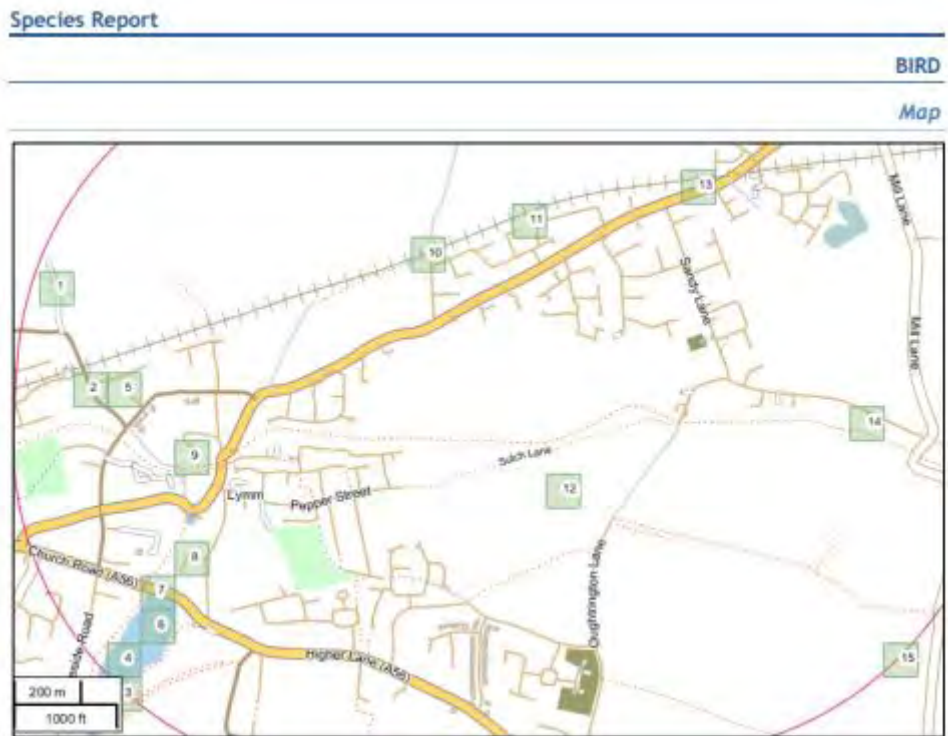
*Lymm Dingle and Slitten Gorge / CH051*

Map



<b>Site name</b>	Lymm Dingle and Slitten Gorge
<b>Site code</b>	CH051
<b>Authority</b>	Cheshire Regionally Important Geological Sites (RIGS) Committee
<b>Site centroid</b>	SJ6819987287

## Detailed species data provided by RECORD within 1km



House Sparrow (*Passer domesticus*) (10,13)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Trans Pennine Trail, West of the A6144, Rushgreen, Lymm	SJ697881	13	01/03/2014	None	2	Field Record
Trans Pennine Trail, East of Reddish Lane, Rushgreen, Lymm	SJ689879	10	01/03/2014	None	Present	Field Record

Mallard (*Anas platyrhynchos*) (3,6,7,8,9)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Lymm Dam, Cheshire, Bridgewater Canal, Lymm, Cheshire.	SJ682873	9	01/03/2014	None	4	Field Record
Lymm Dam, Cheshire, The Dingle, North of Lymm Dam, Cheshire.	SJ682870	8	01/03/2014	None	2	Field Record
Lymm Dam, Lymm Dam, Cheshire.	SJ680866	3	01/03/2014	None	4	Field Record
Lymm Dam, Cheshire, Lymm Dam, Cheshire.	SJ681868	6	01/03/2014	None	6	Field Record
	SJ68128693	7	12/08/2008	None	Many	Field Record

Black-headed Gull (*Chroicocephalus ridibundus*) (4, 12, 15)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
North of St. Peter's Church, Oughtrington, Lymm, Cheshire.	SJ693872	12	01/03/2014	None	>100	Field Record
South of Spud Wood, Oughtrington, Cheshire.	SJ703867	15	01/03/2014	None	2	Field Record
Lymm Dam, Lymm Dam, Cheshire.	SJ680867	4	01/03/2014	None	12	Field Record

Mistle Thrush (*Turdus viscivorus*) (1)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
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SJ67828786	1	16/08/2008	None	Present	Field Record
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#### Grey Wagtail (*Motacilla cinerea*) (7)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ68128693	7	12/08/2008	None	1	Field Record

#### Swift (*Apus apus*) (2,5)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
brook rd	SJ679875	2	29/06/2009	Adult	9	Field Record
brook rd lymm	SJ680875	5	03/06/2009	Adult	1	Field Record

#### Starling (*Sturnus vulgaris*) (14)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ7025287443	14	2007	None	60	Field Record

#### Yellowhammer (*Emberiza citrinella*) (11)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Trans Pennine Trail, South of Reddish House, Rushgreen, Lymm	SJ692880	11	01/03/2014	None	4	Field Record

**FLOWERING PLANT**

*Map*



### Indian Balsam (*Impatiens glandulifera*) (1,3,6,8)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Four Oaks, Compartment 1, Field 1	SJ70288751	8	28/07/2013	None	Rare	Field Record
Lymm Dam	SJ6786	1	02/05/2015	None	Present	Field Record
	SJ69108742	6	12/06/2008	None	Present	Field Record
	SJ68128765	3	16/08/2008	None	Present	Field Record

### Large-flowered Hemp-nettle (*Galeopsis speciosa*) (9)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Four Oaks, Compartment 3, field 3	SJ70368758	9	28/07/2013	None	Rare	Field Record

### Japanese Knotweed (*Fallopia japonica*) (3,4,5,7)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
On northern bank of TPT	SJ68158769	3	09/04/2015	None	Locally Frequent	Field Record
	SJ69478746	7	12/06/2008	None	Present	Field Record
	SJ68978727	4	12/06/2008	None	Present	Field Record
	SJ68128765	3	16/08/2008	None	Present	Field Record
	SJ690883	5	2008	None	Present	Field Record

### Bluebell (*Hyacinthoides non-scripta*) (1)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Lymm Dam	SJ6786	1	02/05/2015	None	Present	Field Record

### Rhododendron (*Rhododendron ponticum*) (1)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Lymm Dam	SJ6786	1	02/05/2015	None	Present	Field Record

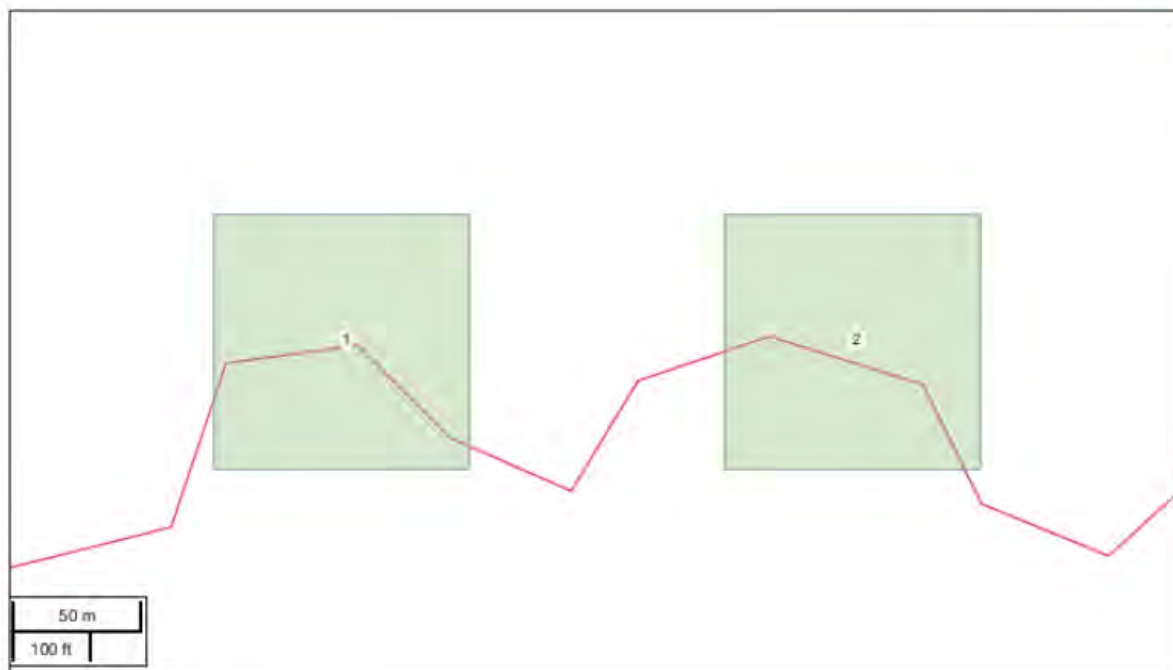
### Orange Balsam (*Impatiens capensis*) (2)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ67828786	2	16/08/2008	None	Present	Field Record

INSECT - TRUE FLY (DIPTERA)

Map



Stiletto-fly (*Clorismia rustica*) (1,2)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Reddish (site 1)	SJ691887	1	09/05/2008	Larvae	4	Field Record
Reddish (site 2)	SJ693887	2	09/05/2008	Larvae	3	Field Record

MOSS

Map



Freiberg's Screw-moss (*Tortula freibergii*) (1,2,3,4,5,6,7,8)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ70108748	7	02/03/2008-13/04/2008	None	Present	Field Record
	SJ69608749	6	02/03/2008-13/04/2008	None	Present	Field Record
	SJ69568749	4	02/03/2008-13/04/2008	None	Present	Field Record
	SJ69558749	4	02/03/2008-13/04/2008	None	Present	Field Record
	SJ69548750	5	02/03/2008-13/04/2008	None	Present	Field Record
	SJ69038739	3	02/03/2008-13/04/2008	None	Present	Field Record
	SJ68548741	2	02/03/2008-13/04/2008	None	Present	Field Record
	SJ68028740	1	02/03/2008-13/04/2008	None	Present	Field Record
	SJ70518730	8	02/03/2008-13/04/2008	None	Present	Field Record

TERRESTRIAL MAMMAL

Map





### Common Pipistrelle (*Pipistrellus pipistrellus*) (14)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Cherry Lane Barn, Cherry Lane, Lymm, Cheshire.	SJ6987486726	14	03/06/2014	None	3	Field Record

### American Mink (*Neovison vison*) (6,7,8,9,10)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Lymm Playing Fields	SJ6816488142	8	23/04/2009	None	1	Tracks/Trail
Sow Brook	SJ6814488055	7	23/04/2009	None	1	Tracks/Trail
Sow Brook	SJ6822387841	10	23/04/2009	None	1	Dung Or Other Signs
Sow Brook	SJ6816487985	6	23/04/2009	None	1	Tracks/Trail
Sow Brook	SJ6816587980	6	23/04/2009	None	1	Tracks/Trail
Lymm Dam	SJ682870	9	12/04/2007	Adult	1	Field Record

### European Water Vole (*Arvicola amphibius*) (2,3,11)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Sow Brook	SJ680881	3	23/04/2009	None	Present	Burrow, Nesthole
Lymm Playing Fields	SJ683880	11	23/04/2009	None	Present	Burrow, Nesthole
Lymm Golf Course	SJ678878	2	01/09/2008	None	Present	Field Record

### West European Hedgehog (*Erinaceus europaeus*) (12)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Crouchley Lane	SJ684867	12	17/10/2015	Dead Adult	1	Dead On Road

### Polecat (*Mustela putorius*) (13)

RECORD

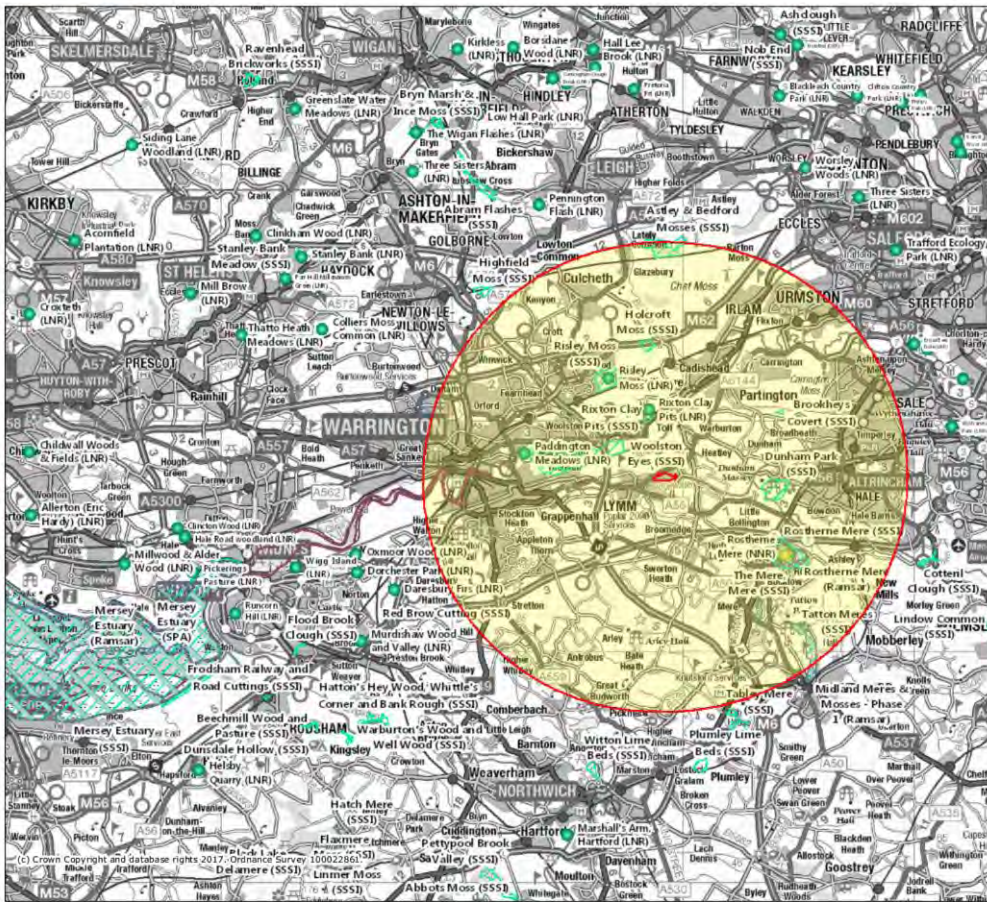
Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Lymm	SJ685877	13	08/11/2007	None	1	Field Record

---

# **MAGIC Map 10km search zone for designated wildlife sites – Map**

MAGIC

Rush Green



- Legend**
- Areas of Outstanding Natural Beauty (England)
  - Local Nature Reserves (England) - points
  - National Nature Reserves (England) - points
  - Ramsar Sites (England)
  - Sites of Special Scientific Interest (England)
  - Special Protection Areas (England)

Projection = OSGB36  
 xmin = 315800  
 ymin = 366300  
 xmax = 408400  
 ymax = 411100

Map produced by MAGIC on 6 September, 2017.  
 Copyright resides with the data suppliers and the map must not be reproduced without their permission. Some information in MAGIC is a snapshot of the information that is being maintained or continually updated by the originating organisation. Please refer to the metadata for details as information may be illustrative or representative rather than definitive at this stage.

Site Check Report Report generated on Wed Sep 6 2017  
 You selected the location: Centroid Grid Ref: SJ692875  
 The following features have been found in your search area:

#### Local Nature Reserves (England) - points

Reference	1009103
Name	RIXTON CLAY PITS
Hectares	33.57
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1009103">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1009103</a>
Reference	1421783
Name	PADDINGTON MEADOWS
Hectares	34.56
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1421783">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1421783</a>
Reference	1009099
Name	RISLEY MOSS
Hectares	82.42
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1009099">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1009099</a>

#### Local Nature Reserves (England)

Reference	1009103
Name	RIXTON CLAY PITS
Hectares	33.57
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1009103">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1009103</a>
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Hectares	34.56
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Name	RISLEY MOSS
Hectares	82.42
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1009099">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?thameid=1009099</a>

#### National Nature Reserves (England) - points

Name	ROSTHERNE MERE
Reference	1006125
Hyperlink	<a href="http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/nnr/1006125.aspx">http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/nnr/1006125.aspx</a>
Hectares	152.49

#### National Nature Reserves (England)

Name	ROSTHERNE MERE
Reference	1006125
Hectares	152.49
Hyperlink	<a href="http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/nnr/1006125.aspx">http://www.naturalengland.org.uk/ourwork/conservation/designatedareas/nnr/1006125.aspx</a>

#### Ramsar Sites (England) - points

Name	ROSTHERNE MERE
Reference	UK11060
Hectares	79.76

#### Ramsar Sites (England)

Name	MIDLAND MERES & MOSSES - PHASE 1
Reference	UK11043
Hectares	513.35

Name	ROSTHERNE MERE
Reference	UK11060
Hectares	79.76

#### Sites of Special Scientific Interest (England) - points

Name	Brookheys Covert SSSI
Reference	1003798
Natural England Contact	AMY COWBURN
Natural England Phone Number	0845 600 3078
Hectares	2.37
Citation	1002793
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetails.aspx?SiteCode=1002793">http://designatedsites.naturalengland.org.uk/SiteDetails.aspx?SiteCode=1002793</a>

**Name** Dunham Park SSSI  
**Reference** 1003804  
**Natural England Contact** PHIL CHESTERS  
**Natural England Phone Number** 0845 600 3078  
**Hectares** 79.18  
**Citation** 1002940  
**Hyperlink** <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002940>

**Name** Woolston Eyes SSSI  
**Reference** 1002660  
**Natural England Contact** AMANDA WRIGHT  
**Natural England Phone Number** 0845 600 3078  
**Hectares** 269.82  
**Citation** 1000106  
**Hyperlink** <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1000106>

**Name** The Mere, Mere SSSI  
**Reference** 1002272  
**Natural England Contact** AMY COWBURN  
**Natural England Phone Number** 0845 600 3078  
**Hectares** 19.41  
**Citation** 1001818  
**Hyperlink** <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001818>

**Name** Tatton Meres SSSI  
**Reference** 1002204  
**Natural England Contact** RACHAEL GARNETT  
**Natural England Phone Number** 0845 600 3078  
**Hectares** 90.31  
**Citation** 1003604  
**Hyperlink** <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003604>

**Name** Rostherne Mere SSSI  
**Reference** 1002506  
**Natural England Contact** ROB ARDEN  
**Natural England Phone Number** 0845 600 3078  
**Hectares** 152.49  
**Citation** 1003353  
**Hyperlink** <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003353>

**Name** Rixton Clay Pits SSSI  
**Reference** 1002021  
**Natural England Contact** PAUL THOMAS  
**Natural England Phone Number** 0845 600 3078  
**Hectares** 13.5  
**Citation** 1003514  
**Hyperlink** <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003514>

**Name** Astley & Bedford Mosses SSSI  
**Reference** 1003988  
**Natural England Contact** PAUL THOMAS  
**Natural England Phone Number** 0845 600 3078  
**Hectares** 92  
**Citation** 1002755  
**Hyperlink** <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002755>

**Name** Holcroft Moss SSSI  
**Reference** 1002331  
**Natural England Contact** PAUL THOMAS  
**Natural England Phone Number** 0845 600 3078  
**Hectares** 19.04  
**Citation** 1006461  
**Hyperlink** <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1006461>

**Name** Risley Moss SSSI  
**Reference** 1002273  
**Natural England Contact** PAUL THOMAS  
**Natural England Phone Number** 0845 600 3078  
**Hectares** 83.29  
**Citation** 1001838  
**Hyperlink** <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001838>

#### Sites of Special Scientific Interest (England)

**Name** Brookheys Covert SSSI  
**Reference** 1003798  
**Natural England Contact** AMY COWBURN  
**Natural England Phone Number** 0845 600 3078

Hectares	2.37
Citation	1002793
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002793">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002793</a>
<b>Name</b>	Dunham Park SSSI
Reference	1003804
Natural England Contact	PHIL CHESTERS
Natural England Phone Number	0845 600 3078
Hectares	79.18
Citation	1002940
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002940">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002940</a>
<b>Name</b>	Woolston Eyes SSSI
Reference	1002660
Natural England Contact	AMANDA WRIGHT
Natural England Phone Number	0845 600 3078
Hectares	269.82
Citation	1000106
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1000106">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1000106</a>
<b>Name</b>	The Mere, Mere SSSI
Reference	1002272
Natural England Contact	AMY COWBURN
Natural England Phone Number	0845 600 3078
Hectares	19.41
Citation	1001818
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001818">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001818</a>
<b>Name</b>	Tatton Meres SSSI
Reference	1002204
Natural England Contact	RACHAEL GARNETT
Natural England Phone Number	0845 600 3078
Hectares	90.31
Citation	1003604
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003604">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003604</a>
<b>Name</b>	Rostherne Mere SSSI
Reference	1002506
Natural England Contact	ROB ARDEN
Natural England Phone Number	0845 600 3078
Hectares	152.49
Citation	1003353
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003353">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003353</a>
<b>Name</b>	Rixton Clay Pits SSSI
Reference	1002021
Natural England Contact	PAUL THOMAS
Natural England Phone Number	0845 600 3078
Hectares	13.5
Citation	1003514
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003514">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1003514</a>
<b>Name</b>	Astley & Bedford Mosses SSSI
Reference	1003988
Natural England Contact	PAUL THOMAS
Natural England Phone Number	0845 600 3078
Hectares	92
Citation	1002755
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002755">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002755</a>
<b>Name</b>	Holcroft Moss SSSI
Reference	1002331
Natural England Contact	PAUL THOMAS
Natural England Phone Number	0845 600 3078
Hectares	19.04
Citation	1006461
Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1006461">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1006461</a>
<b>Name</b>	Risley Moss SSSI
Reference	1002273
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Hyperlink	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001838">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001838</a>

Special Areas of Conservation (England) - points

<b>Name</b>	MANCHESTER MOSSES
<b>Reference</b>	UK0030200
<b>Hectares</b>	171.52
<b>Hyperlink</b>	<a href="http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030200">http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030200</a>
<b>Name</b>	RIXTON CLAY PITS
<b>Reference</b>	UK0030265
<b>Hectares</b>	13.5
<b>Hyperlink</b>	<a href="http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030265">http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030265</a>
<b>Special Areas of Conservation (England)</b>	
<b>Name</b>	MANCHESTER MOSSES
<b>Reference</b>	UK0030200
<b>Hectares</b>	171.52
<b>Hyperlink</b>	<a href="http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030200">http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030200</a>
<b>Name</b>	RIXTON CLAY PITS
<b>Reference</b>	UK0030265
<b>Hectares</b>	13.5
<b>Hyperlink</b>	<a href="http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030265">http://jncc.defra.gov.uk/protectedsites/sacselection/sac.asp?eucode=UK0030265</a>
<b>Areas of Outstanding Natural Beauty (England)</b>	
No Features found	
<b>Special Protection Areas (England) - points</b>	
No Features found	
<b>Special Protection Areas (England)</b>	
No Features 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

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 > 750m<sup>2</sup> & 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 of more than 5m<sup>3</sup>/day to ground (ie to seep away) or to surface water, such as a beck or stream (NB This does not include discharges to mains sewer which are unlikely to pose a risk at this location).

##### Water Supply

##### Notes

#### 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

Pipelines, pylons and overhead cables. Any transport proposal including road, rail and by water (excluding routine maintenance). 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

Large non residential developments outside existing settlements/urban areas where footprint exceeds 1ha.

##### Residential

##### Rural Residential

Any residential development of 100 or more houses outside existing settlements/urban areas.

##### Air Pollution

Any industrial/agricultural development that could cause AIR POLLUTION (incl: industrial processes, pig & poultry units, slurry lagoons > 200m<sup>2</sup> & manure stores > 250t).

##### Combustion

General combustion processes >20MW energy input. Incl: energy from waste incineration, other incineration, landfill gas generation plant, pyrolysis/gasification, anaerobic digestion, sewage treatment works, other incineration/ combustion.

##### Waste

Landfill. Incl: inert landfill, non-hazardous landfill, hazardous landfill.

##### Composting

Any composting proposal with more than 75000 tonnes maximum annual operational throughput. Incl: open windrow composting, in-vessel composting, anaerobic digestion, other waste management.



**Discharges**

Any discharge of water or liquid waste of more than 5m<sup>3</sup>/day to ground (ie to seep away) or to surface water, such as a beck or stream (NB This does not include discharges to mains sewer which are unlikely to pose a risk at this location).

**Water Supply**

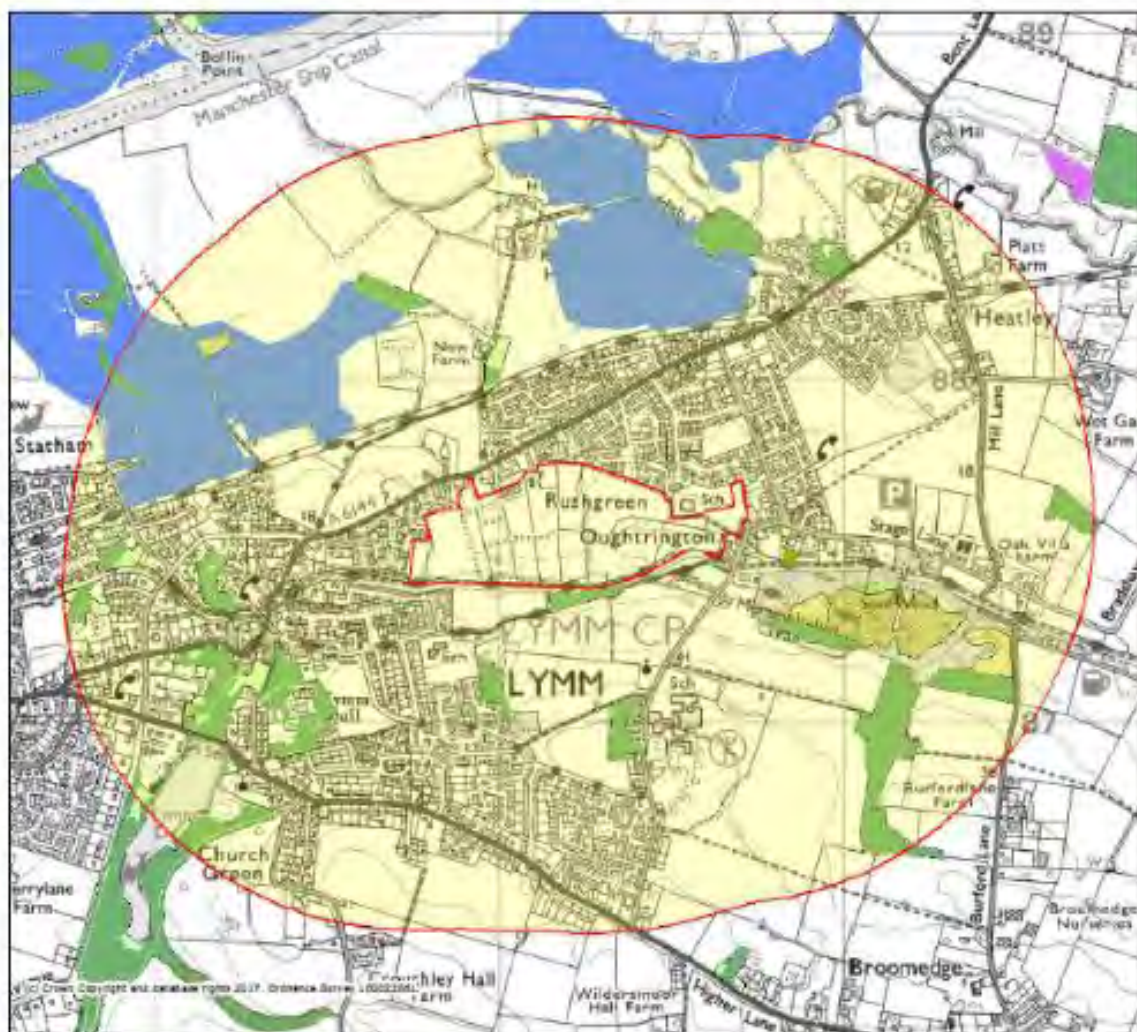
Large infrastructure such as warehousing / industry where total net additional gross internal floorspace following development is 1,000m<sup>2</sup> or more.

**Notes**

**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

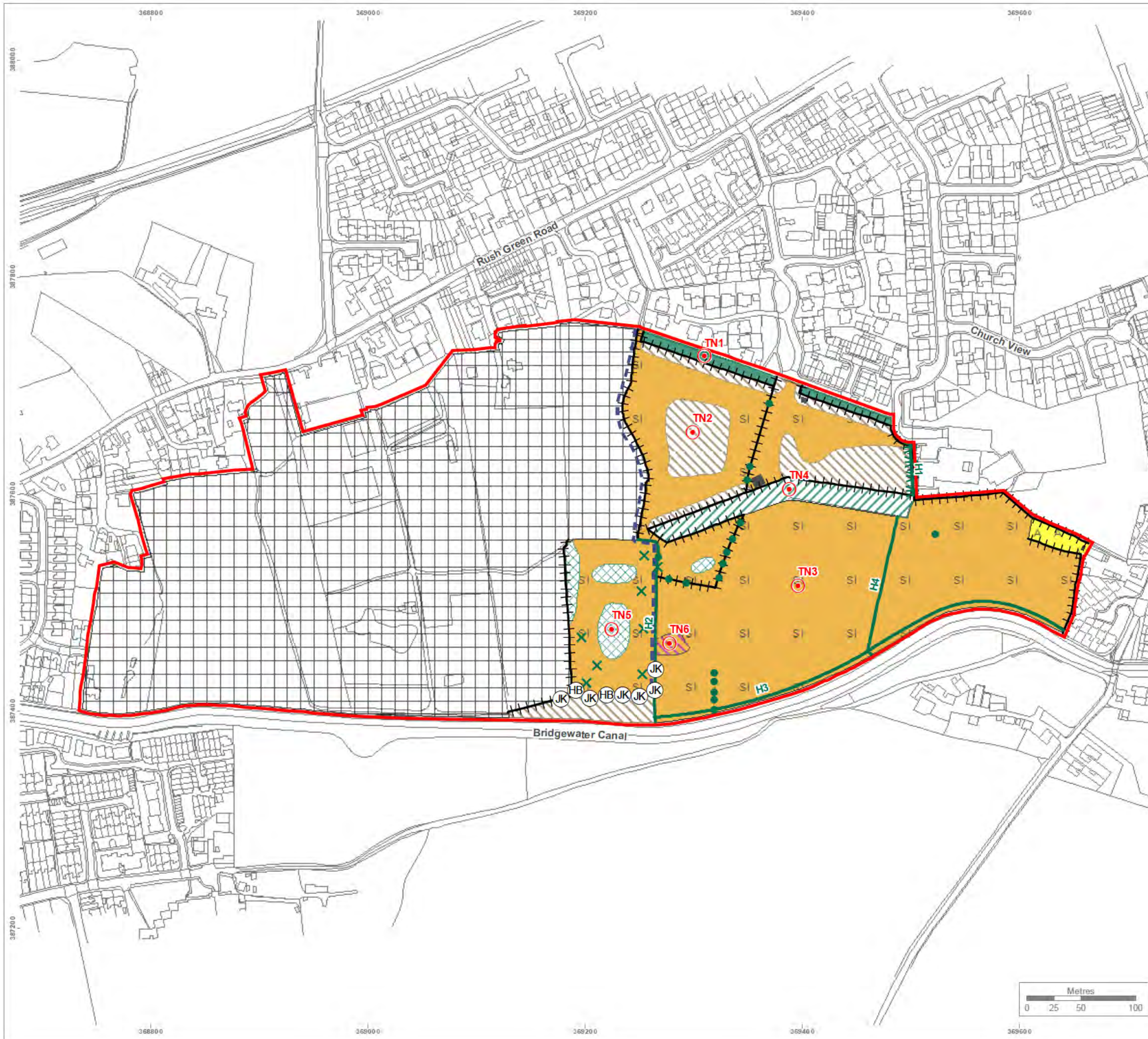


## **DRAWINGS**

**G6612.04.001 Phase 1 Habitat Survey Plan**

**G6612.04.002 - Ecological Constraints Plan**

**Illustrative Masterplan**



**Key**

- Target Note
- HB Himalayan Balsam
- JK Japanese Knotweed
- × Scattered Scrub
- Scattered Broad-leaved Trees
- Species-poor Intact Hedge
- Native Species-rich Hedge and Trees
- Fence
- Dry Ditch
- Semi-natural Broad-leaved Woodland
- Plantation Broad-leaved Woodland
- Dense/Continuous Scrub
- Semi-improved Neutral Grassland
- Marsh/Marshy Grassland
- Tall Ruderal
- Amenity Grassland
- Buildings
- Not Surveyed

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 Base mapping provided by client.



Rev	Description	Drawn	Approved	Date

**THE ENVIRONMENT PARTNERSHIP**

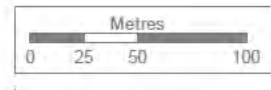
Genesis Centre, Birchwood Science Park, Warrington WA3 7BH  
 Tel 01925 844004 e-mail tep@tep.uk.com www.tep.uk.com

Project: **Peel Sites, Warrington - Land off Rush Green Lane**

Title: **Phase 1 Habitat Survey**

Drawing Number: **G6612.04.001**

Drawn	Checked	Approved	Scale	Date
RH	JS	IH	1:3,500 @ A3	06/09/2017

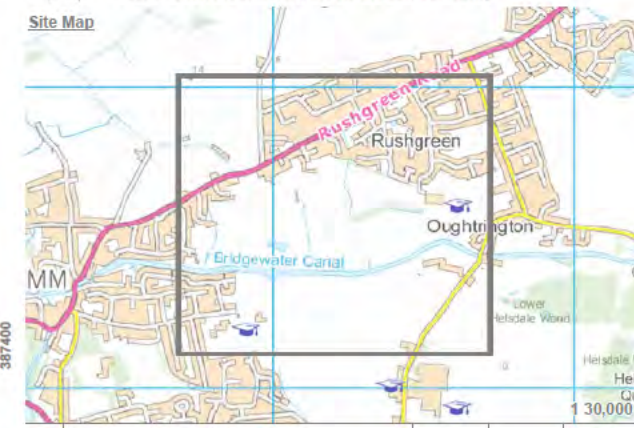




**KEY**

- Site Boundary
- High Constraint
- Moderate Constraint
- Low Constraint
- Not Surveyed due to Access Restrictions

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Rev	Description	Drawn	Approved	Date



**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:  
**Peel Sites, Warrington - Land off Rush Green Lane**

Title:  
**Ecological Constraints Plan**

Drawing Number:  
**G6612.04.002**

Drawn	Checked	Approved	Scale	Date
RE	JS	IH	1:3,500 @ A3	07/09/2017

**KEY:**

-  Site Boundary
-  Water body
-  Existing woodland/trees
-  Proposed woodland/trees
-  Proposed open space
-  Proposed development cells
-  Proposed 0.6ha school extension
-  Proposed primary access
-  Proposed secondary access
-  Potential Emergency Access
-  Proposed main road
-  Existing Public Right of Way
-  Proposed footpath network
-  Phase 1
-  Phase 2
-  Phase 3



**Land off Rushg een Road  
Lymm, Warrington**

Illustrati e Masterplan

Drwg No: 630CD-01  
Drawn by: AH  
Rev by:  
QM Status: Checked  
Scale: NTS @ A3

Date: 30.08.17  
Checker: CW  
Rev checker:  
Product Status:  
Confide tial Clie t Review



<b>Total Site Area:</b>	<b>24.0 ha</b>
Developable Area:	11.76 ha
Spine Road:	1.20 ha
School Extension:	0.6 ha
Green Infrastructure:	10.44 ha
<b>Potential Yield:</b>	
@30 dph:	353 units
@35 dph:	412 units



# Land at Rush Green Road, Lymm Development Prospectus

Warrington Local Plan Review



September 2017



# Turley

**RANDALL**  
*THORP* 

**Client**

Peel Holdings (Management) Ltd

**Our reference**

PEEM3056

**Date of issue**

September 2017

**Disclaimer**

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# 1. Introduction

This Development Prospectus has been prepared on behalf of Peel Holdings (Management) Ltd in respect of land at Rush Green Road, Lymm. It sets out a vision and masterplan for the sustainable development of the site and its allocation through the emerging Warrington Local Plan. It also presents an assessment of the site's suitability for development as proposed.

This prospectus is submitted in response to Warrington Council's Preferred Development Option (PDO) consultation. It should be read in conjunction with the report entitled Representations to Warrington Local Plan (Regulation 18 consultation) submitted by Peel and dated September 2017.

This prospectus builds on the document entitled 'Site Prospectus' submitted in December 2016 which accompanied a 'Call for Sites' submission to the Local Plan.

## Context

This prospectus is presented in the context of an acknowledged requirement that Warrington will need to identify a suitable and sustainable portfolio of Green Belt sites to meet its future housing needs over the period 2017 to 2037. Peel agrees with this conclusion as set out in its main representations report. The main representation report provides general comments on the Local Plan Preferred Option document published by the Council in July 2017 and the associated evidence base. It considers the following:

- The proposed strategic housing requirement;
- The adequacy of the identified non-Green Belt land supply to deliver this requirement and the scale of Green Belt release needed to meet the housing requirement;
- The future spatial distribution of residential development and the type and range of development sites needed to meet the Borough's development needs.

## Land at Rush Green Road, Lymm

The site is located to immediately adjacent to the settlement of Lymm. Lymm is located within the eastern part of the Borough, close to the intersection of the M6, M56 and A56. The site is well related to the settlement of Lymm, enclosed on three sides by existing residential properties, which currently form the settlement boundary in this location. The site extends to c.24ha in total and currently comprises underused agricultural land, including a number of paddocks, storage and brownfield uses.

The site is presently designated as Green Belt land within the Warrington Unitary Development Plan (June 2005), Peel consider that the site would represent a sustainable location for residential development, capable of making a significant contribution to meeting the housing needs of Warrington over the emerging plan period. Peel therefore proposes that the site be released from the Green Belt and allocated for residential development through the Local Plan.

This prospectus demonstrates that the site represents a sustainable opportunity capable of accommodating a desirable and high quality residential development as an extension to Lymm. The initial concepts show a layout which is wholly integrated with Lymm and the countryside beyond, with a network of routes in a landscaped and green setting (including a new linear park along the Bridgewater Canal) connecting the site to its surroundings.

Having regard to this context, the prospectus goes on to consider how the site could be developed in a manner which ensures the role and integrity of the wider Green Belt is maintained and endures over the long term, consistent with the requirements of the National Planning Policy Framework ('the Framework').

The remainder of the document is structured as follows:

- Overview of the relevant strategic and planning policy context;
- Description of the site and its context;
- An overview of the opportunities and constraints presented by the site;
- An assessment of the contribution which the site makes to the Green Belt;
- Initial proposals, including the site analysis and design process that has informed them;
- An assessment of site deliverability;
- Summary of the benefits that development will secure;
- An assessment of the proposals, to demonstrate that development of the site is sustainable and achievable;
- Summary and conclusions.



# 2. Strategic Context and Development Needs

## National Planning Policy: National Planning Policy Framework

Sustainable development is at the heart of the National Planning Policy Framework ('the Framework'). In planning for sustainable development, Local Planning Authorities should meet objectively assessed needs (OANs), including for housing and affordable housing, with sufficient flexibility to adapt to rapid change.

LPA should maintain a deliverable five-year supply of housing and identify a supply of specific, developable sites or broad locations for growth beyond this timescale.

Green Belt boundaries may be altered (but only in exceptional circumstances) through the preparation or review of Local Plans. Consideration must be given to the permanence of the Green Belt when drawing the boundaries, avoiding the need for further alterations at the end of the plan period. Boundaries should, inter alia, reflect the Local Plan strategy for meeting sustainable development requirements and should reflect physical features that are 'readily recognisable and likely to be permanent'.

## Warrington Local Plan

The Warrington Local Plan consultation invites comments on the preferred development option for the Local Plan, the published evidence base and the Council's initial conclusions on development needs to be met over the proposed plan period.

The WLP recognises the need for Green Belt release in order to accommodate the borough's housing and economic requirements. The main representations submitted on behalf of Peel deal with the questions of the extent and location of Green Belt release.

Peel welcomes the progression of the Warrington Local Plan (WLP). The realisation of the Warrington New City aspiration sits at the heart of this and underpins the spatial strategy and growth ambitions set out. Warrington New City is about the town realising its full potential; its transformation from a New Town into a New City at the heart of the Northern Powerhouse, capitalising on its strategic position between Manchester and Liverpool and at the intersection of four major economic growth and development corridors of national importance:

- The M62 Corridor;
- The M56 / A55 Corridor;
- The Manchester Ship Canal Corridor; and
- The M6 / HS2 Corridor

The figure to the right shows the proposed development site at Lymm in this strategic context.

### KEY:

	Urban area
	Primary employment areas in Warrington
	Warrington city centre
	Key future growth areas
	Manchester Ship Canal
	Motorway
	A580 East Lancashire Road
	Railway line
	Indicative proposed HS2 route
	Potential strategic housing sites (green belt release)



## Securing a sustainable future for the settlements of Warrington

Evidence prepared by Turley (see main planning representations) sets out a case for supporting an increased level of growth within the outlying settlements of the Borough to underpin their long term sustainability as places to live and supporting the realisation of New City, providing the quality and choice of housing which Warrington and its settlements need to thrive.

**More generally, Peel's main planning representations have set out a case for a reconsideration of the level of growth which the Outlying Settlements should accommodate to secure a sustainable future for these locations. The evidence presented as part of this proposition is summarised below:**

### A changing local demographic profile

Census data indicates a changing age profile in many of the outlying settlements. With the exception of Lymm (which has accommodated new housing), the outlying settlements have accommodated only 139 additional economically active residents over the decade to 2011. Northern settlements in particular have largely remained static in this regard, with the settlements of Croft, Culcheth and Burtonwood all showing a decline in the size of their economically active population. This changing age profile will have significant implications for the vibrancy of individual settlements, the ability to sustain employment with a local labour force, and the vitality of social infrastructure.

### Housing under Delivery

Over the past decade, the outlying settlements have accommodated only 5% of new build sales in the borough. This data highlights a declining contribution over this period. In 2007, outlying settlements accommodated around one in ten (11%) new build sales, falling to only 2% in 2016. This suggests an increasingly imbalanced development profile in the borough. Planning Practice Guidance recognises that local imbalances between housing supply and demand can manifest in worsening market signals, such as increasing house prices or deterioration in the relationship between earnings and housing costs.

### Affordability

In the outlying settlements, an average of £290,016 was paid for housing in the calendar year of 2016, which is some 55% higher than the average price paid elsewhere in the borough (£187,328) – primarily consisting of the Warrington urban area. High house prices can inhibit the formation of new households, force local residents to move elsewhere or generate an additional need for affordable housing, where households are unable to access market housing.

### Local Service Provision

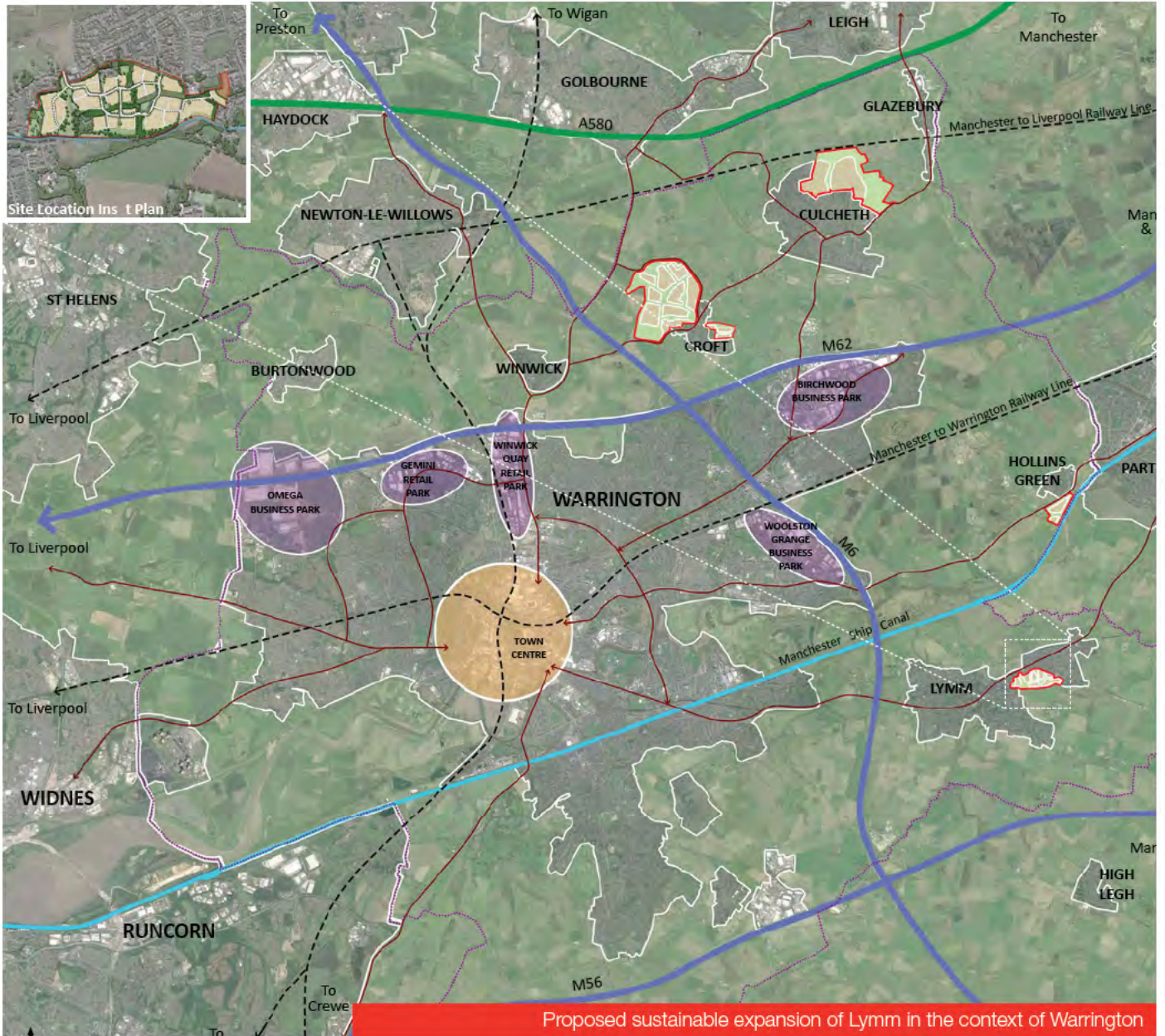
The growth of the outlying settlements is critical to ensuring the long term sustainability of service provision and securing the vitality and viability of local and neighbourhood centres, through providing increased local spending capacity. This is critical to securing a sustainable future for all settlements.

### Summary

The evidence shows that in the outlying settlements there is a significant level of locally derived housing need which is required to solve the challenges faced by the settlements.

Due to the absence of brownfield land within the outlying settlements, an additional supply of land is required on the edge of these settlements through the targeted release of Green Belt sites. The local housing need in these settlements reinforces the 'exceptional circumstances' to justify a review of the Green Belt around these settlements.

The site presented in this prospectus can meet a notable proportion of local needs in the outlying settlements. The subsequent sections of this prospectus show that the removal of this site from the Green Belt and its allocation for residential development is both suitable and deliverable.



Proposed sustainable expansion of Lymm in the context of Warrington

KEY:

-  Urban area
-  Primary employment areas
-  Warrington town centre
-  Manchester Ship Canal
-  Warrington Borough boundary
-  Motorway
-  A580 East Lancashire Road
-  Key A and B road connection
-  Railway line
-  Potential strategic housing sites (green belt release)

# 3. Local Context and Site Sustainability

Warrington Borough is a Unitary Authority adjoining the city regions of Liverpool and Manchester. It is well connected to both by the strategic transport network and is therefore well placed to capitalise on the growth ambitions for these areas and the wider North, as articulated through the Northern Powerhouse ambition. It has its own plans and aspirations for growth.

The main town in the Borough is Warrington and its surrounding urban area. Lymm is a large town close (c.1.5km) to the east of the urban area of Warrington. It lies south-east of the interchange of the M6 and A57 and north-west of the junction between the M6 and M56.

It has a population of c. 12,500 and has a wide range of shops, services and facilities.

## The Site and it's Surroundings

The site is immediately adjacent to the built up area of Lymm, 0.5km to the north east of Lymm centre. It largely comprises underused agricultural land, including a number of paddocks. Lymm Garden Nursery currently occupies part of the site. Field boundaries are marked by hedgerows and there are some areas of woodland within the site, with mature trees within hedgerows and at the site boundaries.

The site is bordered by residential properties off Rush Green Road to the north, Sandy Lane/Outrington Lane to the east and Mardale Crescent to the West. The Bridgewater Canal

forms the southern boundary. Oughtrington Community Primary School borders the site to the north east.

Lymm is conveniently located close to the M56 and M6 Motorways and the A56 passes close to the village, connecting it to Warrington.

Regular bus services serve Lymm, running between Warrington town centre and other local settlements.

The proposed location is well related to existing facilities serving the established local residential area, including a high school, three primary schools, two supermarkets, post office, banks, pubs, youth centre library and a range of recreational facilities.

The area is described in the Warrington Landscape Character Assessment (2007) as a '*smaller scale, more intimate rural landscape...often self-enclosed by woodlands and hedgerow trees...and hedgerows and hedgerow trees appear more luxuriant, larger and more well-formed and include a more diverse range of species*'.








There is a network of established trees and woodland areas across the site which lends character to the site and is of high ecological value.

The Grade II listed St Peter's Church is a local landmark and is occasionally visible from eastern parts of the site.





KEY:

- |   |               |   |            |
|---|---------------|---|------------|
|  | Site boundary |  | Retail     |
|  | Bus routes    |  | Leisure    |
|  | Educatio      |  | Employment |
|  | Health        |   |            |





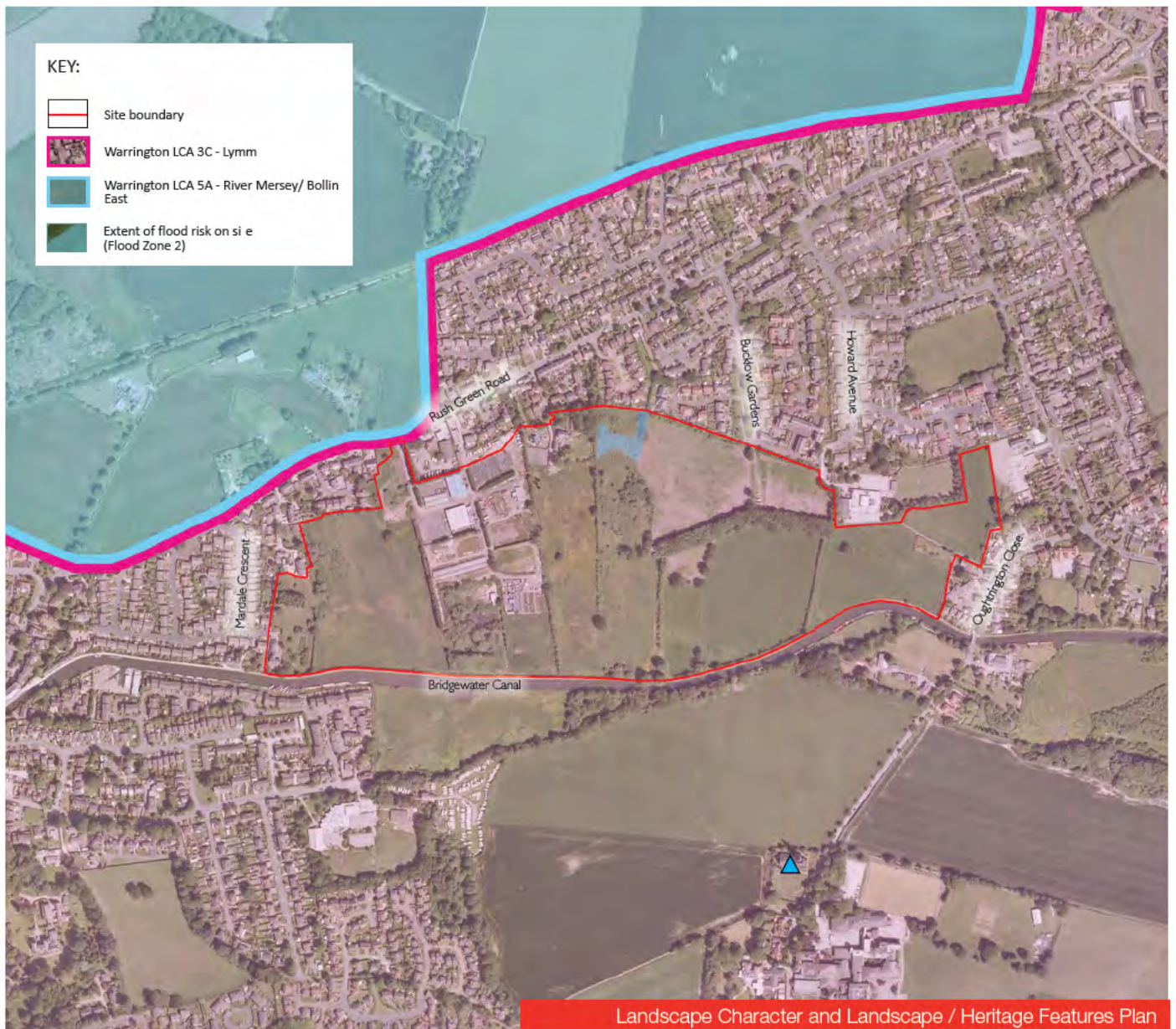
# 4. Opportunities and Constraints

The following plans have been prepared to show the opportunities and constraints relevant to development of the site. They have been informed by site visits and by reference to existing data such as the DEFRA Magic Mapping service and evidence base documents such as the Warrington Landscape Character Assessment 2007 and survey work presented in the technical appendix to this prospectus.



**KEY:**

- |  |   |  |
|--|---|--|
| Site boundary                                | Retain existing vegetation within site where possible | Potential emergency access                                       |
| Existing buildings within/ bounding the site | Existing water bodies/ watercourses                   | Potential pedestrian connections or important recreational route |
| Public Right of Way                          | Manchester Ship Canal                                 | Prominent views to landmark                                      |
| Contours                                     | Manchester Ship Canal                                 | St. Peter's Church, Oughtrington                                 |
|  | Trans Pennine Trail                                   | Potential opportunity or school extension                        |
|  | Cheshire Ring Canal Walk                              |  |
|  | Mersey Valley Trail                                   |  |
|  | Potential site access                                 |  |



# 5. Green Belt Assessment

Lymm is inset from the Green Belt, with the existing settlement boundaries defined by the extent of built development.

The Warrington Green Belt Assessment considers the site as part of much larger parcels of land (ref. LY16). It makes an assessment of the site's Green Belt contribution based on a methodology which Peel consider to contain a number of flaws (as critiqued in its December 2016 representations to the Local Plan).

The area has previously been proposed to be removed from the Green Belt through the UDP First Draft Deposit (2001), which proposed that the parcel within which this site sits be designated as safeguarded land to meet future development needs beyond 2016. This was based on a recommendation made by the Inspector. In drawing this conclusion, the Inspector had regard to the Green Belt purposes of each area of land under consideration. He deemed it appropriate to recommend that this site be part of the Areas of Search for future development, reflecting its limited Green Belt contribution.

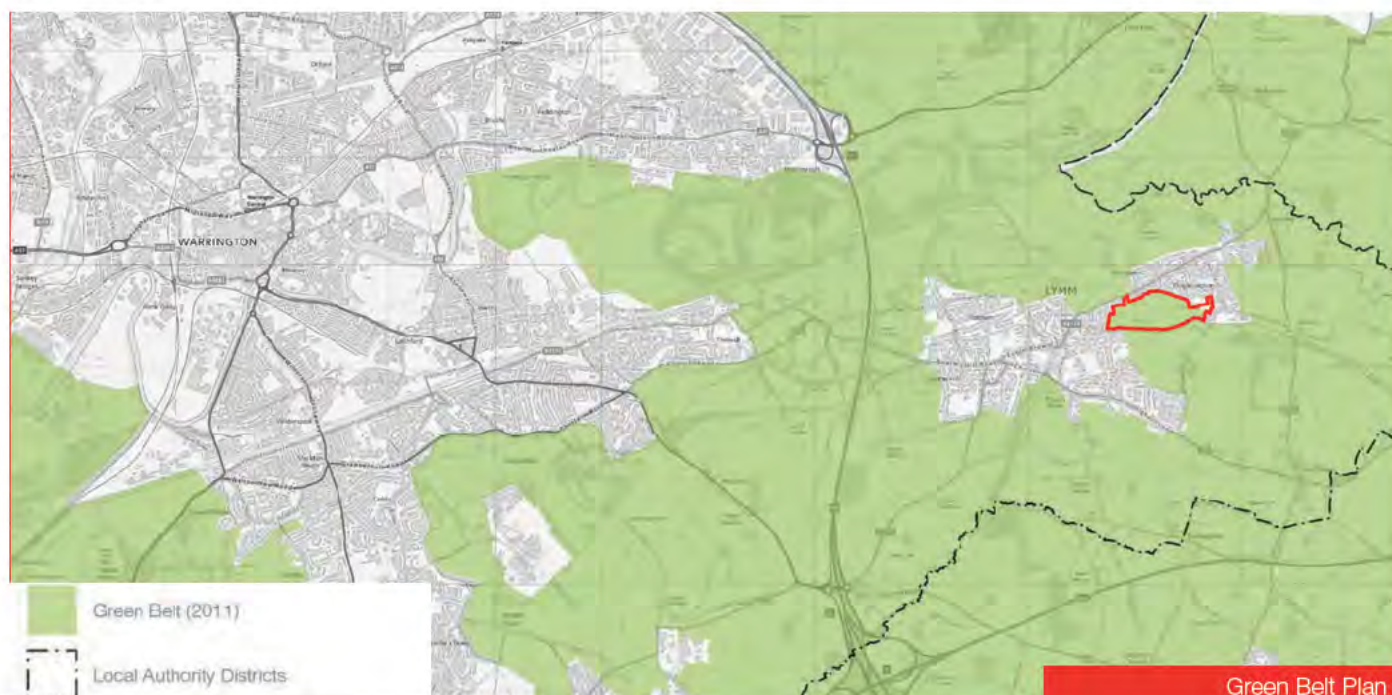
The designation was not ultimately taken forward into the UDP but this parcel has evidently been deemed to be potentially suitable for development, having regard to its Green Belt contribution, in the recent past and in the context of broadly the same Green Belt purposes as those set out in the Framework. This reinforces the position set out above that the parcel makes a very limited overall contribution to the Green Belt.

In considering the release of any site from the Green Belt and its allocation for development, alongside understanding the general Green Belt sensitivity of the site, it is necessary to have regard to the likely form and layout of the proposed development. This will enable a full understanding of impact to be established.

Of relevance in this regard is the following:

- The form of development envisaged for this site has been informed by a detailed analysis of the site and its context, including its position as part of the new proposed boundary of the settlement.
- The site has robust defensible boundaries on all sides and is wholly enclosed by features that serve to permanently contain the site. These are to be further strengthened for example by the addition of a woodland planting to the southern boundary, adjacent to the Bridgewater Canal.
- The draft masterplan shows a linear park along the southern site boundary connecting the site to the countryside to the south and open space. This approach softens the site boundaries and limits the extent to which encroachment will occur.

It is noted that the Council has revised its conclusion on the Green Belt contribution made by the parcel within which this site is located from 'moderate' to 'weak'. This is supported by Peel.



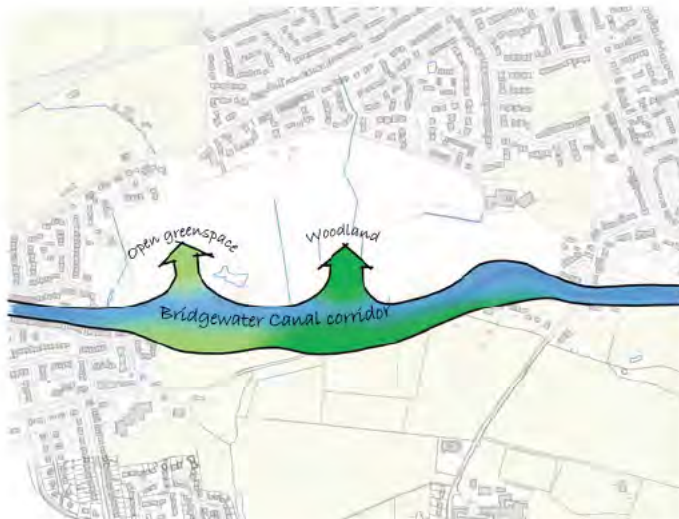
# 6. The Proposals

The land at Rush Green Road, Lymm has the essential components of a high quality place. It has a strong landscape framework and can form a logical and sustainable extension of the existing community.

The conceptual masterplan takes its cue from the existing landscape features both within and around the site; vegetation, landform, views, ecology, drainage and built form. The key opportunities of the site are explained through the following 'placemaking concept' steps.

## 1. Bridgewater Canal frontage

- Broaden the Bridgewater Canal corridor to create a linear park along the southern edge of the site, providing connections with the adjacent canal, woodlands and greenspaces. This will create a progression of varied landscape spaces, including open parklands, wetland areas, and woodland.



## 2. Enhance pedestrian and cycle links

- Create a network of footpath and cycle routes that enhance the site as a recreational resource and link to the existing recreational routes in the surrounding area.
- Improve links between the Cheshire Ring Canal Walk and the Public Right of Way along the northern boundary of the site and also to the Trans Pennine Trail further to the north. Improve footpaths connections to Oughtrington Primary School and the Lymm town centre.
- Provide an opportunity to extend existing Primary School to the east of the site



### 3. Landscape structure

- Preserve existing trees, hedgerows, watercourses and ditches within new publicly accessible greenspaces where possible.
- Extend and expand existing woodland areas to create green woodland corridors and provide screening for surrounding properties. Link new ditches and ponds with the existing site ponds and water courses to create an attractive sustainable drainage network.



### 4. Development parcels

- Create secure development blocks where the housing is orientated to maximise attractive views over the surrounding countryside and internal open spaces -providing natural surveillance and an attractive outlook for residents.
- Existing trees along the field boundaries within the proposed development blocks would be preserved along road corridors to create a mature landscape setting.



## The Masterplan

Four alternative development proposals are presented for the site, as informed by the site appraisals set out in the previous section. These both present viable and deliverable proposals for the site and demonstrate its ability to deliver approximately 400 high quality family homes in total. These show how the site can be delivered if it's phased release throughout the Local Plan was considered to be appropriate.











# 7. Suitability

This section demonstrates that the site is suitable to accommodate residential development.

The following suite of investigations have been undertaken to inform this assessment:

- Ecological Appraisal (The Environmental Partnership)
- Preliminary Drainage Strategy (Shepherd Gilmour)
- Flood Risk Advice (Shepherd Gilmour)
- Landscape Sensitivity Assessment (Randall Thorp)
- Health and Safety Check (Shepherd Gilmour)
- Transport Appraisal (i-Transport)
- Utilities Infrastructure Assessment (Shepherd Gilmour)

These are provided in a separate technical appendix to this prospectus. They are summarised below.

## Environment

### Ecology

An initial high level Ecological Appraisal has been carried out to identify the ecological potential constraints and opportunities and the development potential of the site.

The site does not form part of any statutory or non-statutory nature conservation designations. Woolston Eyes is the closest nationally protected nature conservation site and lies approximately 1.8km north west of site, it is designated as an internationally important site for breeding birds. Woolston Eyes is designated as a Site of Special Scientific Interest (SSSI) and as a Local Nature Reserve. Given the lack of connectivity between the site and Woolston Eyes it is unlikely to be negatively impacted by development opportunities. Owing to the distances (>1km) of other statutory or non-statutory nature conservation designations in the wider area, and taking account of the residential nature of the development proposals, it is very unlikely the development would result in any adverse effects on these sites.

The majority of the site has been identified as being of low ecological constraint, consisting of semi-improved neutral grassland vegetation which offers little opportunity to local wildlife. The Ecological Appraisal has identified some features of high and medium ecological value, such as semi-natural broadleaved woodland, native species-rich hedgerow and trees, and drainage ditches. The masterplan will retain those features of highest ecological value and will provide buffers to ensure such habitats continue to function as wildlife corridors for a range of species. Where possible the masterplan will retain less sensitive habitats, but if removal is unavoidable, mitigation or compensation will be provided.

In terms of protected species, the site has potential to provide habitats for small numbers of nesting birds, bat roosts and habitat for foraging and commuting bats, habitat for reptiles, nearby ponds to support populations of great crested newts, and habitat for badgers. These species can be accommodated by the adoption of relatively simple design principles which will be informed by future detailed survey work.

There are opportunities to increase the biodiversity of the site through tree and hedgerow planting, drainage design, and provision of new habitat. The retained areas of habitat will also be maintained and enhanced to further provide opportunities to both wildlife and the local community. The development can also secure the removal of non-native invasive species (such as Himalayan balsam and Japanese knotweed) recorded within the site boundary which will enhance existing green corridors by removing species that exclude native vegetation.

**There are no ecological reasons to prevent the site being allocated for residential development.**



Flood Risk	<p>A desktop flood risk assessment has been carried out. The majority of the site is located within Flood Zone 1 as identified by the Environment Agency. The site is therefore within an area considered to have a low risk of flooding (i.e. less than a 1 in 1000 annual probability of flooding) and is sequentially preferable in terms of the Framework and associated technical guidance.</p> <p><b>There is no flood risk reason to prevent the site being allocated for residential development.</b></p>
Landscape	<p>An appraisal has been carried out to evaluate the landscape character and assess the value and sensitivity of an established Study Area which includes the site. Following this, the appraisal uses the outcome of the sensitivity assessment to assess the sensitivity of the site and to advise on its development potential</p> <p>The appraisal states that there is nothing to indicate that there is anything about the landscape character of the study area which should be considered remarkable or out of the ordinary with the exception of the SSSI Woolston which is located to the north of the Study Area beyond the Manchester ship canal at a distance of 1.7km.</p> <p>The site is contiguous with the edge of the settlement of Lymm. The site comprises agricultural land, including a number of paddocks and a Garden Centre/ Nursery. The site is well related to the settlement of Lymm and is enclosed on three sides by the existing residential properties. The Bridgewater Canal forms the southern boundary of the site.</p> <p>The existing landscape features within the site would be preserved, and enhanced with new woodland areas to create green corridors and provide screening to the surrounding properties. New ponds and ditches could be linked to existing water courses to create a sustainable and attractive drainage network and improve biodiversity. The existing public right of way could be retained through a green corridor and a network of new footpaths and cycle routes could be incorporated into the design improving connectivity to the surrounding landscape and existing recreational route.</p> <p>The appraisal considers there is no reason why a well designed development that preserves and enhances the existing landscape features and Public Rights of Way within a green infrastructure network would have any significant effects the character of Lymm, or the character of the wider landscape of the Study Area.</p> <p><b>There is no landscape reason to prevent the site being allocated for residential development.</b></p>
Trees and Hedgerows	<p>The development can be designed to retain the boundary hedges and trees and where necessary supplement them with new tree planting. Trees can be retained within open space and footpath links. Development of the site will ensure that the trees are managed for the future and that they are retained as long term landscape features.</p> <p><b>There are no arboricultural reasons to prevent the site being allocated for residential development.</b></p>
Land Quality	<p>The site has been in agricultural use. The land has not been put to any specific uses that might pose insurmountable contamination risk in its current state, or if it were to be developed.</p> <p><b>There is no contamination reason to prevent the site being allocated for residential development.</b></p>
Health and Safety	<p>A preliminary consultation with the Health and Safety Executive (HSE) indicated that a Local High Pressure main passes through the centre of the site and this is considered to be a major accident hazard pipeline. The site masterplan has been prepared to ensure that all development is located outside of any HSE zoning.</p> <p><b>There is no health and safety reason to prevent the site being allocated for residential development.</b></p>

## Infrastructure

Highways	<p>An initial transport appraisal has been carried out to identify the potential constraints and opportunities relating to highways and the development potential of the site</p> <p>A range of facilities and services within walking and cycling distance serves the site, including the adjacent Oughtrington primary school, the nearby Lymm high school; the adjacent Sainsbury's food store; and a range of health, shopping and leisure facilities in Lymm town centre.</p> <p>The appraisal confirms access to the site can be achieved in two locations and feasibility level designs have been produced and the capacity of these assessed. Both will operate satisfactorily without giving rise to unacceptable residual highways effects on the local network. Site access is deliverable and achievable.</p> <p>Development in any location in the Borough will increase traffic flows on the local broad network surrounding it. The site at Lymm affords significant and many opportunities for local active travel making which will reduce traffic flows. Indications of traffic speeds in and around Lymm show that traffic conditions could not be categorised as severe and the Council's own conclusion is that there are no significant issues during peak hours.</p> <p>On this basis it is concluded that, in accordance with the NPPF, development should not be prevented on transport grounds as the residual cumulative impacts of development will not be severe.</p> <p><b>There is no highways reason to prevent the site being allocated for residential development.</b></p>
Drainage and Sewerage	<p>A preliminary drainage strategy has been prepared. This confirms that the site is greenfield and that any surface water is likely to discharge into local watercourses.</p> <p>The masterplan will be designed to limit surface water to the greenfield run-off rate, and attenuate surface water volumes on site, including an allowance for climate change. Attenuation will be provided either above ground (i.e. swales, ponds and detention basins) or below ground (i.e. oversized pipes or geocellular modules). By restricting discharge rates, the post-development discharge rate will mimic the existing conditions.</p> <p>United Utilities (UU) asset plans indicate a network of foul and surface water sewers located in close proximity to the site. It is likely that any foul drainage generated by the development will connect into the onsite combined sewer. Further consultation will be conducted with UU.</p> <p><b>There is no drainage or sewerage reason to prevent the site being allocated for residential development.</b></p>
Utilities	<p>An initial assessment of utilities in the area has identified that existing electricity, gas, water, and telecommunications connections are available in the surrounding area and the proposed development can connect to those without adversely impacting on the provision to the wider community. Some minor works will be necessary to deliver services to the site, however this would not be insurmountable or hinder the delivery of the development.</p> <p><b>The provision of services will not constrain the development of the site.</b></p>

## Suitability Conclusion

The technical appraisal demonstrates that the site is not affected by insurmountable constraints. The Masterplan as presented is fully deliverable.

# 8. Benefits

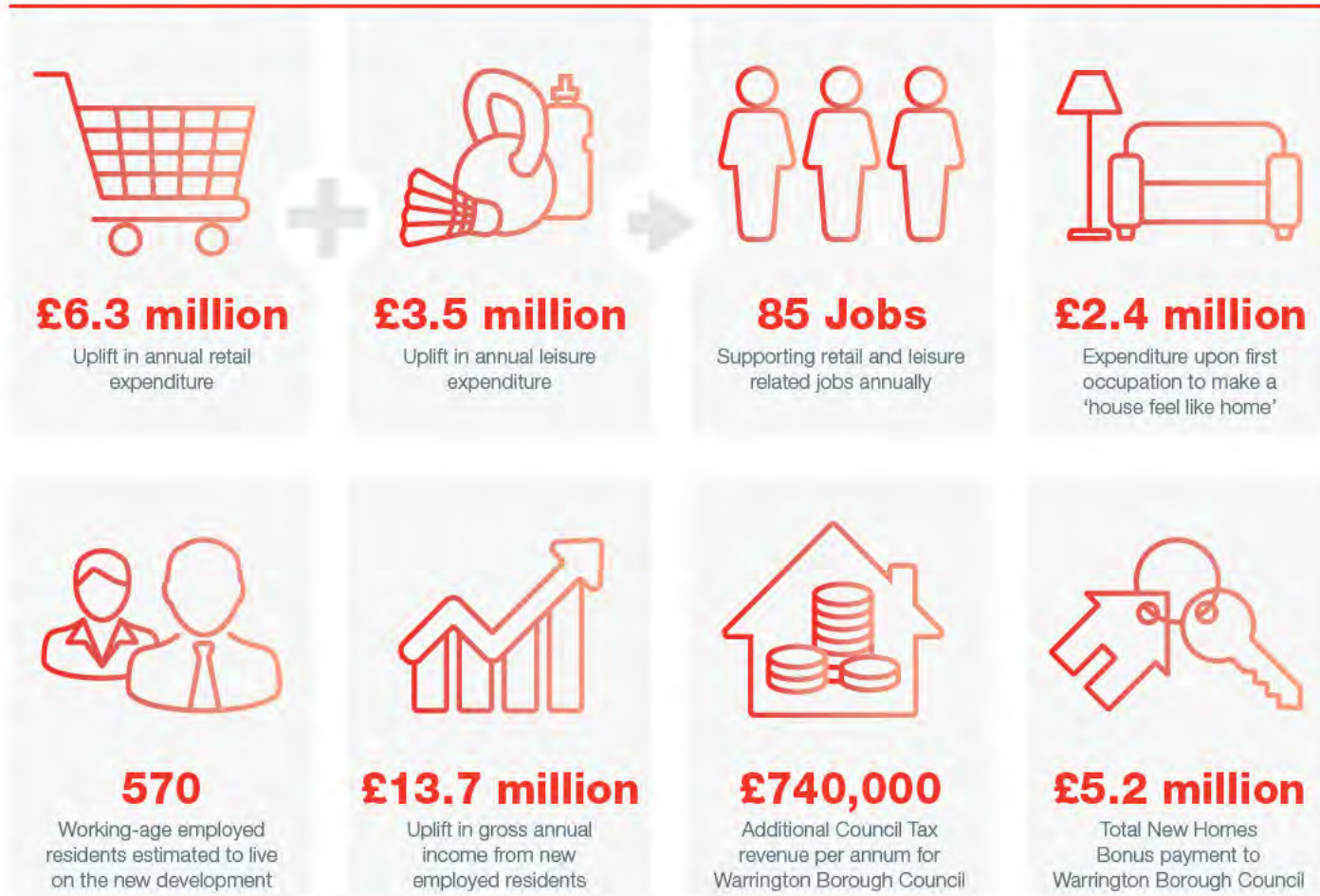
Site: Rushgreen Road, Lymm

Proposed development: 400 residential dwellings

## Construction Phase<sup>1</sup>



## Operational Phase<sup>1</sup>



# 9. Sustainable and Achievable

## New Homes for Lymm

The site presents a sustainable and achievable development opportunity comprising residential development. It is capable of accommodating around 400 homes of mixed tenure (including affordable housing), size and type, with a focus on good quality family housing. It will make a very important contribution to meeting Warrington's housing requirement and meeting the need for new homes in Lymm whilst making a positive contribution to the long term sustainability of Lymm and its local services and infrastructure.

The site has the potential to form an attractive and desirable new neighbourhood which is a valuable addition to Lymm and which is fully integrated with it.

The concept masterplan provides a framework which responds to its context. A linear park and footpath network which links to existing routes beyond the site significantly enhances the accessibility and connectivity of the site with the surrounding countryside and provides an important recreation opportunity. The green buffer this creates along the southern boundary serves to significantly soften the appearance of the site and reflects the more rural character to the south. Existing features are retained and enhanced, with a particular emphasis on strengthening field boundaries and the canal frontage.

The site also provides the opportunity to provide an extension to the existing Oughtrington Community Primary School to accommodate the development and secure additional capacity to support the local community.

## A Sustainable Opportunity

A sustainability checklist, based on the themes set out in the Warrington Local Plan Sustainability Appraisal is provided at Appendix 1. This demonstrates that the proposal represents sustainable development, having regard to the economic, social and environmental dimensions of sustainability.

## Delivery

Peel has a proven track record of promoting land to facilitate development and growth and working with house-builders (ranging from small to national) to ensure that important development is delivered. Moreover, there are no legal or ownership constraints which might present an obstacle to the early delivery of the site.

An initial assessment of the site has identified that there are no environmental issues that would preclude delivery of the site. The site does not require the provision of significant or unusual infrastructure to enable it to be delivered. It is also situated in a strong market area, which experiences high demand for new homes. The site is therefore readily deliverable over the plan period.







# 10. Summary and Conclusions

This development prospectus sets out a vision and masterplan for the sustainable development of land at Rush Green Road, Lymm. It is submitted as part of Peel's representations to the Warrington Local Plan Preferred Development Options Consultation.

It demonstrates that the site represents a sustainable opportunity capable of accommodating a desirable and high quality residential development surrounded by a new linear park. It presents the opportunity to create a new community, integrated with Lymm and the surrounding area. Existing natural features will be retained and enhanced within and surrounding the site, particularly along the canal frontage.

The concept masterplan presented within the document provides a framework which responds to its context. It demonstrates that site is capable of accommodating around 400 new homes (including affordable housing), with a focus on good quality family housing and can therefore make a very substantial contribution to Warrington's housing requirement, alongside the extension to the existing Oughtrington Community Primary School.

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# Appendix 1: Sustainability Checklist

(Based on sustainability themes set out in the Local Plan Sustainability Appraisal)



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## Economy and Regeneration

Strengthen the local economy and ensure sustainable economic growth	The site will generate numerous temporary and permanent economic benefits as set out in this Site Prospectus.
Improve the education and skills of the population overall	The construction phase will provide an opportunity for skills and training to be offered to local residents.
Reduce poverty, deprivation and social exclusion and secure economic inclusion	The provision and supporting of jobs and the generation will contribute to achieving this objective.

## Health and Wellbeing

Improve physical and mental health and reduce health inequalities	The site will incorporate areas of open space, including a large linear park adjacent to the canal, and a network of walking / cycling routes (which allow access to the surrounding countryside). These facilities will contribute to physical and mental health wellbeing for future residents and others in Lymm.
Reduce crime, disorder and the fear of crime	The detailed site layout and design of development can contribute to achieving this objective.
Enable groups to contribute to decision making and encourage a sense of community identity and welfare.	The development will provide a range of housing types and tenure, and a new linear park, offering the opportunity for a mixed and socially inclusive community.
Provide, protect or enhance leisure opportunities, recreation facilities, green infrastructure and access to the countryside	The new linear park, open space and walking / cycling routes proposed can be used for recreation and which allow access to the surrounding countryside.

## Accessibility

Reduce the need to travel, especially by car, improve choice and the use of more sustainable modes	<p>The site is located immediately adjacent to an established settlement (Lymm). By providing good linkages between the site and the surrounding area future residents will have access to a range of facilities and services present in the town without the need to travel by car.</p> <p>Lymm is accessible by bus with regular bus services serve the town, running between Warrington town centre and other local settlements.</p>
Protect and enhance accessibility for all the essential services and facilities.	An increase in population in Lymm will support existing services and facilities, with potential for improved facilities and further investment in the future.

## Housing

Ensure access to good quality, sustainable, affordable housing	The site presents a sustainable and achievable development opportunity comprising residential development and a large country park. It is capable of accommodating around 400 homes of mixed tenure (including affordable housing), size and type, with a focus on good quality family housing. It will make a very important contribution to meeting Warrington's housing requirement and meeting the need for new homes in Lymm.
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## Natural Resources

Ensure the sustainable and prudent use and management of natural resources including the promotion of natural resources including the promotion of sustainable drainage and water conservation.

The concept masterplan provides a framework which responds to its context. A linear park and footpath network which links to existing routes beyond the site significantly enhances the accessibility and connectivity of the site with the surrounding countryside and provides an important recreation opportunity. The green buffer this creates along the southern boundary serves to significantly soften the appearance of the site and reflects the more rural character to the south. Existing features are retained and enhanced, with a particular emphasis on strengthening field boundaries and the canal frontage.

Protect, manage and improve local environmental quality including land, air and controlled waters and reduce the risk of flooding.

Any future development will be subject to a rigorous assessment of the environmental impact of the development to ensure that it does not result in any unacceptable environmental effects. Initial appraisals presented in the technical appendix demonstrate that the site is not affected by any insurmountable environmental constraints.

## Built and natural heritage

Protect and enhance places and buildings of historic cultural and archaeological value.

By responding to its context through a rigorous process of site analysis, the masterplan achieves a layout which is sympathetic to its position at the edge of the settlement. The canal-side context of the site is reflected in the proposed masterplan.

Protect and improve the quality and character of places, landscapes, townscapes and wider countryside whilst maintaining and strengthening local distinctiveness and sense of place.

Additional safeguards over the quality and character of the development, including the public realm, can be achieved with detailed site layout and design. The masterplan present an appropriate framework for this.

Ensure high quality and sustainable design for buildings, spaces and the public realm that is appropriate to the locality.

There are no heritage assets close to the site.

## Biodiversity and Geodiversity

Protect and enhance biodiversity and geodiversity.

The supporting ecological appraisal provided within the technical appendix to this prospectus demonstrates that the site's ecological value is limited. The development provides the opportunity to enhance the site's ecological value through a careful and considered design approach and inclusion of features which will promote this.

## Climate Change and resource use

Limit, mitigate and adapt to the impacts of climate change. Increase energy efficiency and production of renewable energy.

The site offers the potential to incorporate sustainable drainage measures (subject to further assessment) and to ensure that the development will not be susceptible to the effects of climate change.

Minimise waste and maximise reuse, recovery and recycling.

Development will seek to minimise the use of resources as far as possible and the construction process will be subject to a Site Waste Management Plan.

