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2016 'Call for Sites'

Local Planning Framework: Site Suggestion Form

For help in completing this form, please contact the Planning Policy team by telephone on 01925 442826 or by email to ldf@warrington.gov.uk.

(1) Your Details		
<i>Please provide your contact details and those of your agent (if applicable). Where provided, we will use your Agent's details as our primary contact.</i>		
	Your details	Your agent's details
Name	Scott Ashall	Mrs Rhian Davitt-Jones
Position	██████████	Senior Planning Consultant
Organisation	████████████████████	Cushman & Wakefield
Address	██████████	1 Marsden Street
	██████████████	
	Town ██████████████	Manchester
	Postcode ██████████	M2 1HW
Telephone		██████████████
Email address		██████████████ ████████████████████

(2) Site Details		
<i>Please provide the details of the site you are suggesting. If you are suggesting more than one site, please use a separate form.</i>		
Name of site /other names it's known by	Land at Chester Road, Walton (Stonecroft)	
Address	Land to the south of Chester Road (A56)	
	Town	Lower Walton
	Postcode	WA4 6ER
Ordnance Survey Grid Reference	<i>Easting</i> :360299	<i>Northing</i> :385821
Approximate size (in hectares)	8.18 hectares	
What is your interest in the site? (please tick one)	Owner <input type="checkbox"/> Prospective Purchaser <input type="checkbox"/> Other <input type="checkbox"/>	Lessee <input checked="" type="checkbox"/> Neighbour <input type="checkbox"/> Please state: <input type="checkbox"/>

It is essential that you provide a map showing the site's location and detailed boundaries.
For information on how to obtain an appropriate map, please contact Planning Policy.

(3) Proposed future use(s)

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

	Residential	Gypsy & Travellers	Employment	Retail	Leisure	Other*
Preferred future use	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Alternative future use(s)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Potential Capacity	# houses: 177 or # flats:	_____ SqM	_____ SqM	_____ SqM	_____ SqM	_____ SqM
* If "Other", please indicate which use(s):						

Has any design work been done (for any use)? Yes No

(4) Site Ownership

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

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

	Owner 1	Owner 2	Owner 3
Name	[REDACTED]		
Address	[REDACTED]		
	[REDACTED]		
	[REDACTED]		
Town	[REDACTED]		
Postcode	[REDACTED]		
Or: I do not know who owns the site <input type="checkbox"/>			
Has the owner (or each owner) indicated support for proposed redevelopment? Please also record these details for the 4 th and subsequent owners (where necessary).			
Yes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't know	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

(5) Market Interest

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

	Any comments
Site is owned by a developer <input checked="" type="checkbox"/>	
Site under option to a developer <input type="checkbox"/>	
Enquiries received <input type="checkbox"/>	
Site is being marketed <input type="checkbox"/>	
None <input type="checkbox"/>	
Not known <input type="checkbox"/>	

(6) Site Condition

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

Current use(s)	Agricultural use
If vacant	Previous use(s)
	Date last used

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

Proportion covered by buildings	0%	Proportion not covered by buildings	100%
---------------------------------	----	-------------------------------------	------

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

How many buildings are there on the site?	0	buildings
What proportion of the buildings are currently in use?	% in use:	%
	% derelict:	%
Approximately what year were the buildings built? (If there is a mix of buildings, please give the age of the predominant building type.)		

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

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

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

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

(7) Constraints to Development

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

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

	Yes, No or Don't know	Nature and severity of constraint *	Action needed, timescales and progress	Confirmed by technical study or by service provider? Yes No	
a) Land contamination	No			✓	○
b) Land stability	No			✓	○
c) Mains water supply	No	Mains Water supply within A56 Chester Road and within close proximity to northern boundary of site (NE corner)		✓	○
d) Mains sewerage	No	Existing 150mm surface water sewer within A56 Chester Road		✓	○
e) Drainage, flood risk	No	Majority in Flood Zone 1. Far eastern extent (wooded area) adjacent to existing watercourse is Flood Zone 2/3. No drainage constraints identified.	Wooded area is not proposed to form part of the developable area.	✓	○
* <i>Nature /Severity of constraint:</i> e.g. Nature of constraint for (a): "hydrocarbons"; Severity of constraint: "minor"; or "requires significant (on site) remedial action"; or "requires major, off-site or 3 rd party actions to resolve".					
(7) Constraints <i>(continued)</i>	Yes, No or Don't know	Nature and severity of constraint *	Action needed, timescales and progress	Confirmed by technical study or by service provider? Yes No	
f) Electricity supply	No	HV & LV cables within A56 Chester Road		✓	○
g) Gas supply	No	Existing low pressure main within A56 Chester Road		✓	○
h) Telecommunications	No	BT/Openreach and Virgin Media apparatus within A56 Chester Road		✓	○
i) Highways	No	Potential to create new access off A56 Chester Road – suggested roundabout as potential solution as well as linking with Warrington Waterfront Western Link		✓	○
j) Ownership, leases etc.	No			✓	○
k) Ransom strips, covenants	No			✓	○
l) Other (Please provide details)				○	○

(8) Site Availability

Please indicate when the site may be available

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

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

If not immediately, please state when it could be available: (Year) _____

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

(9) Any Other Information

Please tell us anything else of relevance regarding this site, if not already covered above. Please use a separate sheet if necessary.

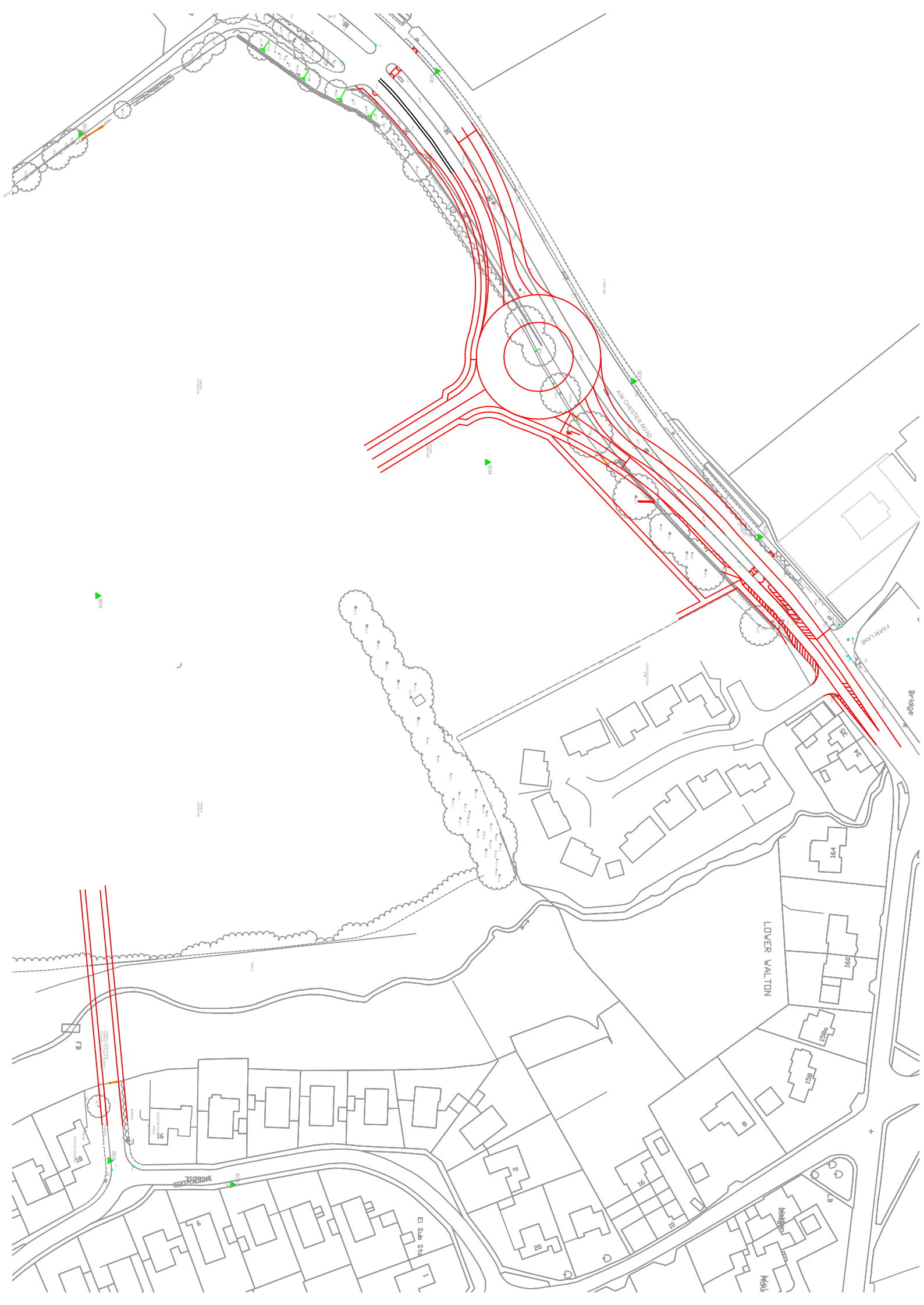
Please refer to submitted Development Statement which is appended to this form.

Please return this form and accompanying sheets /maps, etc. to the address below by a date to be confirmed to ensure your site is fully considered in the current appraisal.

**Sarah Farrington, Planning Technician – Warrington Borough Council, Development Services,
New Town House, Buttermarket Street, Warrington, WA1 2NH**

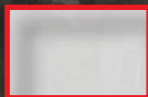










This form is available in other formats or languages on request. If you need another format, or any other help completing the form, please contact:


Email. Idf@warrington.gov.uk Tel. **01925 442826**





Key

-  Site Boundary
-  Existing Trees & Woodlands
-  Watercourse
-  Green Infrastructure
-  Proposed Trees
-  Homes
-  Avenues
-  Streets
-  Lanes (Shared Drives)
-  Shared Space Square
-  Mews
-  Front & Rear Gardens

 n*ORTH
 0m 10m 30m 60m 100m
 Scale 1:1,500 (@A3)
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e*SCAPE
 urbanists
 Project Title
 Chester Road, Walton, Warrington
 e*SCAPE Job No.
 016-023
 Client
 Ashall Property
 Drawing Number
 016-023-P004
 Revision
 REV -
 Drawing Title
 Illustrative Masterplan/
 Indicative Layout
 Scale
 1:1,500 @ A3
 Date
 October '16



DTPC

Report No. J697/TS
October 2016

**PROPOSED RESIDENTIAL DEVELOPMENT
CHESTER ROAD, WALTON, WARRINGTON**

TRANSPORT STATEMENT



PROPOSED RESIDENTIAL DEVELOPMENT
CHESTER ROAD, WALTON, WARRINGTON

TRANSPORT STATEMENT

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J697/TS	
<i>Status:</i>	Draft Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	October 2016

Revision Record		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A		

**PROPOSED RESIDENTIAL DEVELOPMENT
CHESTER ROAD, WALTON, WARRINGTON**

TRANSPORT STATEMENT

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Appendix A Surveys

Appendix B trip rates

1. INTRODUCTION

DTPC has been appointed by Ashall Homes Ltd to provide transport and highway advice for the traffic and transportation implications associated with the proposed residential development Chester Road, Walton, Warrington.

The application relates to a site located on the edge of the urban area currently used for grazing which will be redeveloped.

In order to advise the highway authority, this report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the land use submission.

It deals solely with the proposals for the area within the red line plan.

The TS discusses the following issues:

- Site and Local Area
- Existing Highway Conditions
- Development Proposals
- Access Considerations
- Summary & Conclusions.

This report has been prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. Recent national guidance has broadened this, outlining the potential for Residential Travel Plans and addressing trips generated from individual origins (homes) to multiple and changing destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is. It states that development should ensure environmental, social and economic objectives would be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Future of Transport 2004

2004, Department for Transport (DfT) published a long-term strategy (*Future of Transport White Paper*) which examines the factors that will shape travel and transport over the next thirty years. It sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.

Central to the strategy is the need to bring transport costs under control, the importance of shared decision making at local, regional and national levels to ensure better transport delivery, and ***improvements in the management of the network to make the most of existing capacity.***

National Planning Policy Framework

Abstracts are provided for reference, the ***bold italics*** are added to emphasise the key policies related to the development:

Achieving sustainable development

7 There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – ***contributing to building a strong, responsive and competitive economy***, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including

moving to a low carbon economy.

The presumption in favour of sustainable development

14 At the heart of the National Planning Policy Framework **is a presumption in favour of sustainable development**, which should be seen as a golden thread running through both plan-making and decision-taking.

For decision-taking this means

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:
 - **any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole**; or
 - specific policies in this Framework indicate development should be restricted

Core planning principles

17 Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

- **encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;**
- **actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling**, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Promoting sustainable transport

29 Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

32 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.**

34 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. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.

35 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.

36 A key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

37 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.

38 For larger scale residential developments in particular, 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.

39 If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

40 Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

41 Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Decision-taking

186 Local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development. The relationship between decision-taking and plan-making should be seamless, translating plans into high quality development on the ground.

187 **Local planning authorities should look for solutions rather than problems**, and decision-takers at every level should seek to approve applications for sustainable development where possible. **Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.**

Warrington Local Transport Plan 3 (LTP3)

Warrington's LTP3 sets out the council's transport strategy, policies and spending priorities. It's objective is 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.
- Enhances the image and profile of the place.
- Improves the quality of public space making Warrington more welcoming.
- Protects and enhances the natural environment.
- 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.”

Summary

The overriding theme of national policy is that developments must be accessible by sustainable means of transport and accessible to all members of the local community. Local policy is to echo the sustainability sentiment of national policy.

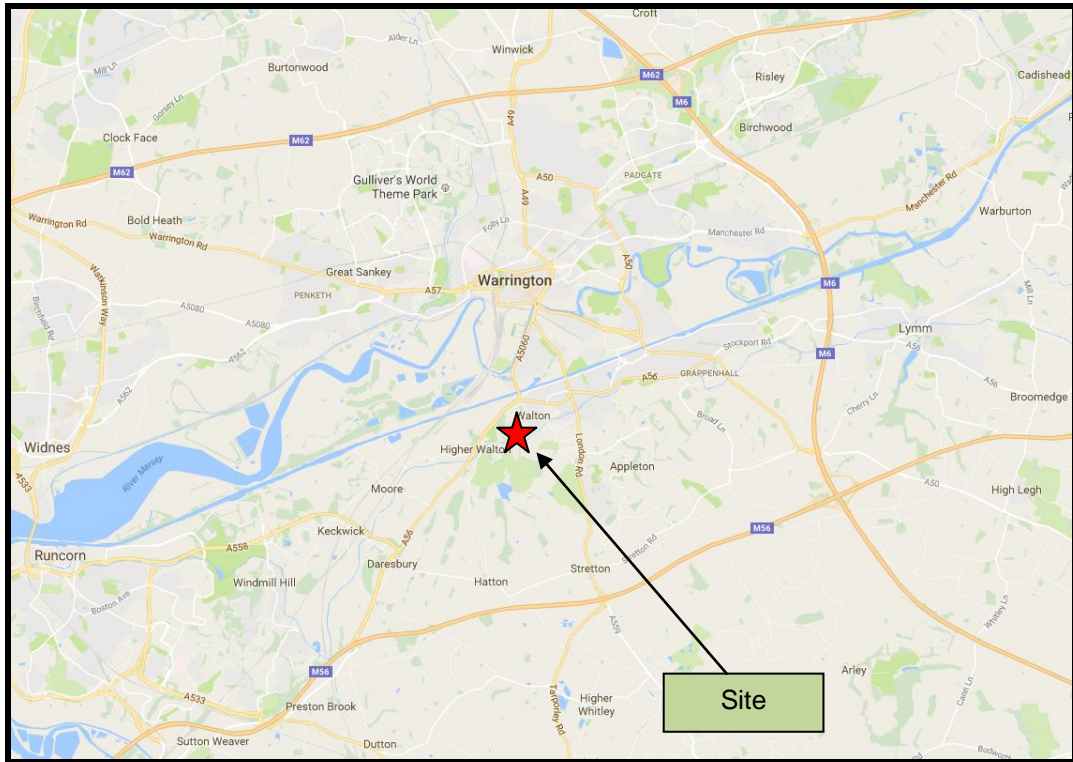
It is considered that the development proposal will not adversely impact on the transport network, and indeed will enhance opportunities for sustainable travel by integrating into existing opportunities for sustainable travel to the site.

3. SITE DESCRIPTION

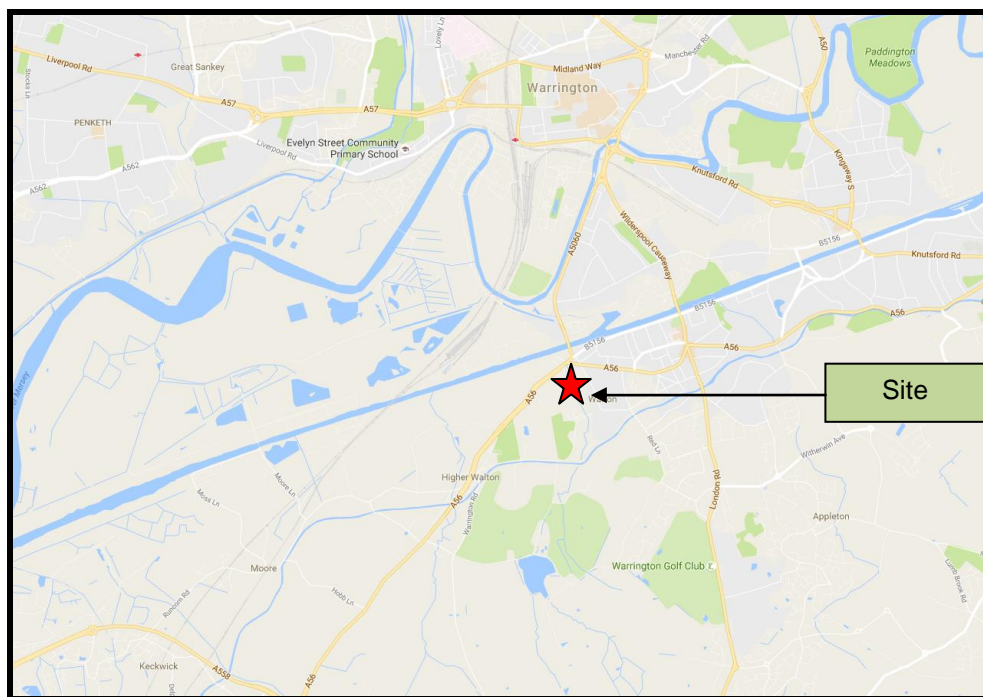
Site location context

The site is located approximately 1km from Stockton Heath, 2.5km from Warrington, 8km from Lymm and 10km from Runcorn.

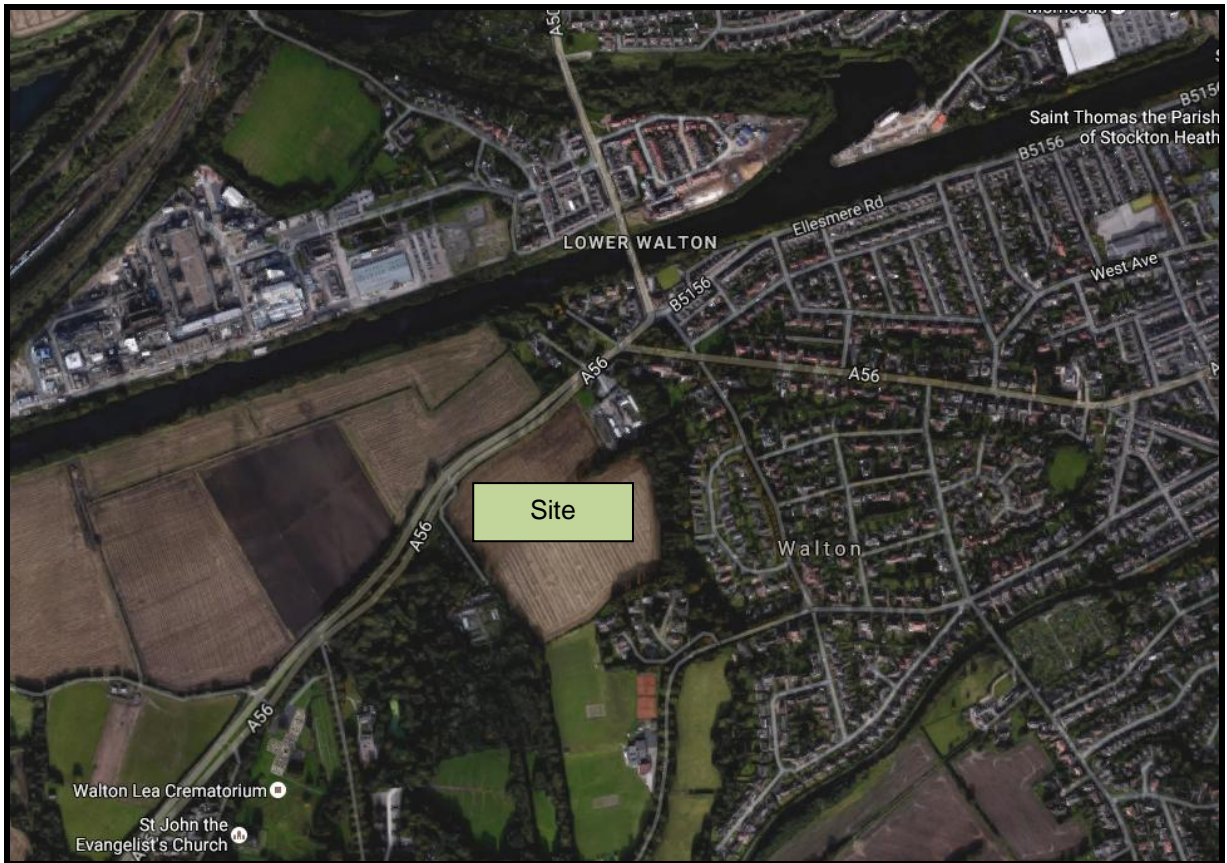
The site is bordered to the north by the A56 Chester Road, to the east by residential properties and to the south and west by agricultural land.



Site location plan in relation to neighbouring settlements and locally overleaf



Local area setting and the site.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban catchment containing local services, employment/retail units.

A56 Chester Road

The A56 Chester road forms a priority controlled junction with the A5060 Chester road, approximately 255m northeast of the site and extends in a south-westerly direction towards a junction with the M56. Approximately 200m northeast of the existing site access Chester Road forms a priority junction with Walton New Road and Pool Lane.

East of the site, Chester Road consists of a single carriageway which provides a northbound lane, northbound right-turn lane and a single southbound lane. The carriageway is approximately 11.5m wide and provides 2m wide footways, dropped kerbs and street lighting. This section of Chester Road is subject to a 30mph speed limit.

Along the frontage and west of the site, Chester Road forms a dual carriageway which provides two lanes in each direction of travel. Each carriageway is approximately 8m wide and a shared footway/cycleway is provided alongside the northbound carriageway. A grass verge approximately 1m wide separates the carriageway from the footway/cycleway and street lighting is provided along the length of the carriageway. The dual carriageway is subject to a 40mph speed limit.

A5060 Chester Road

From the priority junction with the A56 Chester Road, the A5060 Chester Road runs on a north-south axis towards central Warrington. It consists of a single carriageway approximately 9m wide and provides a single lane in each direction of travel. Approximately 200m from the existing site, the A5060 Chester Road forms a swing bridge over the Manchester Ship Canal. A5060 Chester Road provides 2m wide footways, tactile paving, dropped kerbs and street lighting. Chester Road is subject to a 30mph speed limit.

A56 Walton New Road

Walton New Road forms a priority junction with Chester Road and Pool Lane, approximately 200m east of the site. It then extends eastward towards the village of Lymm. Walton New Road consists of a single carriageway with a single lane in each direction of travel. The carriageway is approximately 7m wide and also provides street lighting and a 2m wide footway along the eastbound lane. The road is bordered by residential properties and is subject to a 30mph speed limit.

Ellesmere Road

From a priority junction with A5060 Chester Road, Ellesmere road runs northwest towards Stockton Heath. It consists of a single carriageway, approximately 7.5m wide, and provides one lane in each direction of travel. Ellesmere Road provides approximately 2m footways with dropped kerbs and street lighting. The road is bordered by residential properties and the Manchester Ship Canal and is subject to a 30mph speed limit.

From site observation the area has a typical traffic flow characteristic associated with an urban area i.e. distinct AM and PM flow periods. A detailed photographic record of the local access and setting is provided below for future reference



The view to NE and SW shows the speed limit change.



View NE and SW along Chester Road to site frontage



View left and right from potential site access



Walton New Road to right and along the road



View to and away from site at Brookwood Close



View left and right from site at Brookwood Close

Accident review

The national CrashMap accident record site uses data collected by the police about road traffic crashes occurring on British roads where someone is injured.

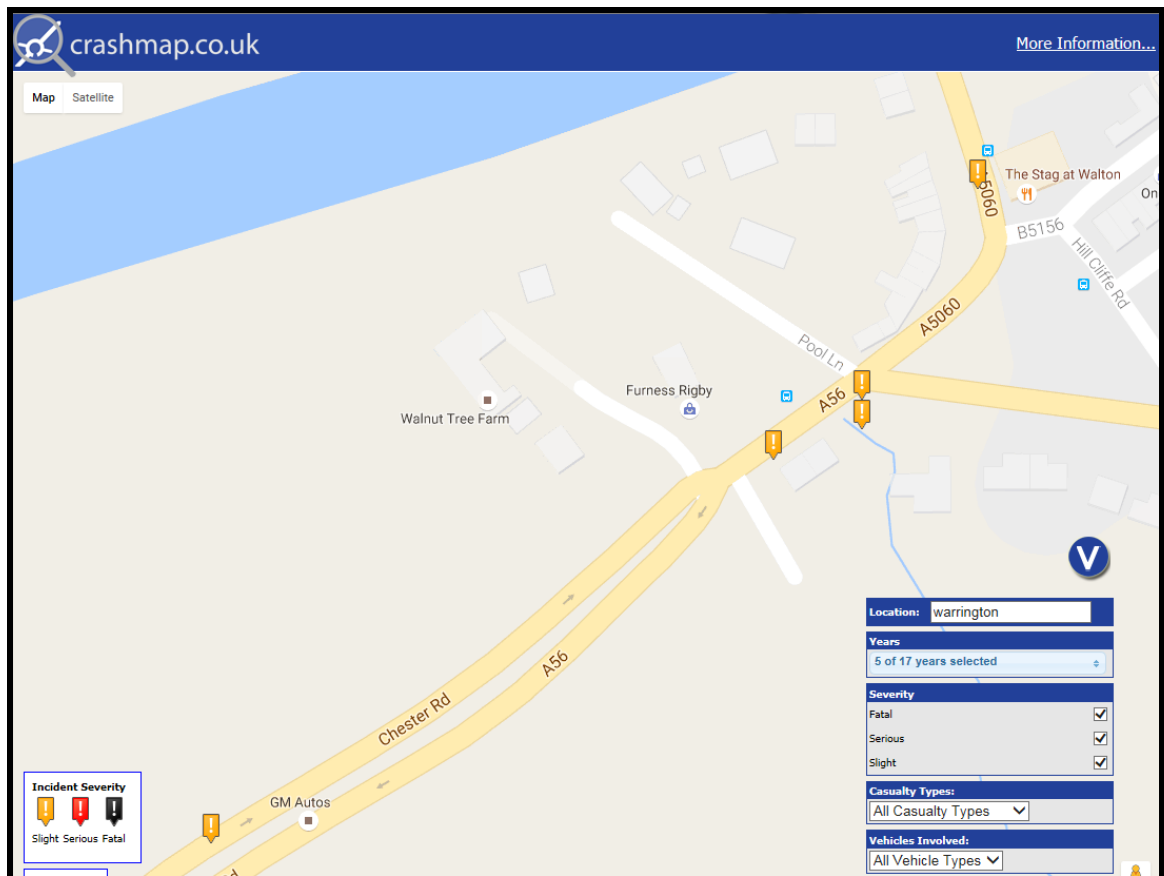
This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

This site uses data obtained directly from official sources but compiled in to an easy to use format showing each incident on a map. Incidents are plotted to within 10 metres of their location and as such, can sometimes appear to be off the carriageway.

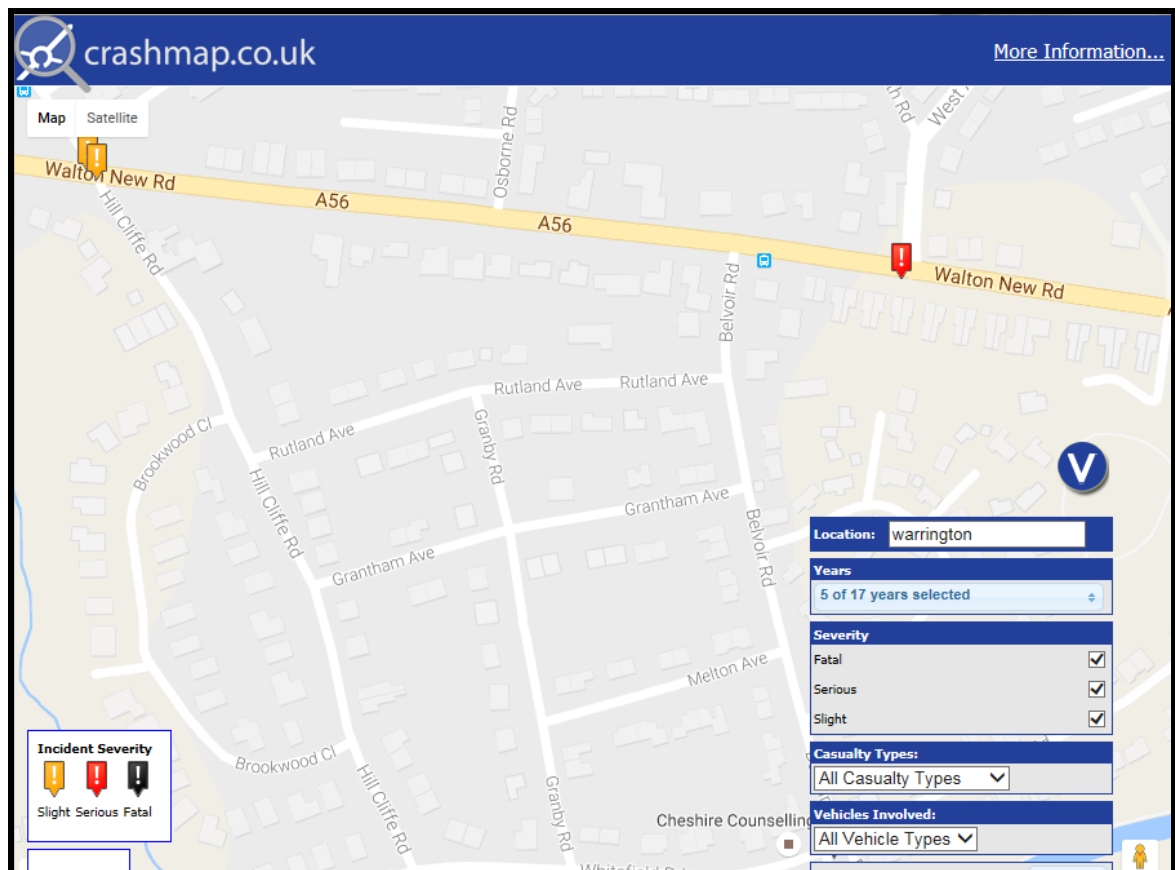
Where a number of incidents occur in the same location they are grouped together and shown on the map by a number in a purple coloured box.

Access to the national data base has been undertaken and the resultant mapping provided for reference.

Along the Chester Road corridor locally have 5 events recorded. All were slight in nature, 2 in 2011 approaching and at the Walton New road junction, 1 in 2013 at the same junction. The other two records west and east of the site occurred in 2015 and 2013 respectively.



Accident information from Crashmap along Chester Road above and Brookwood Close below



Both accidents at the Hall Cliffe Road junction occurred in 2015.

The accident information obtained shows that in the latest 5 year period there are no records at the existing site access.

The average number of accidents here equates to less than one per year within the recorded period.

There is nothing about the road environment that would suggest that the additional traffic resulting from the development of the site will have an adverse effect on the highway safety in this area.

Whilst any accident is regrettable incidents of this nature would not indicate a significant safety issue arising from the operation of the network at the site access and local area.

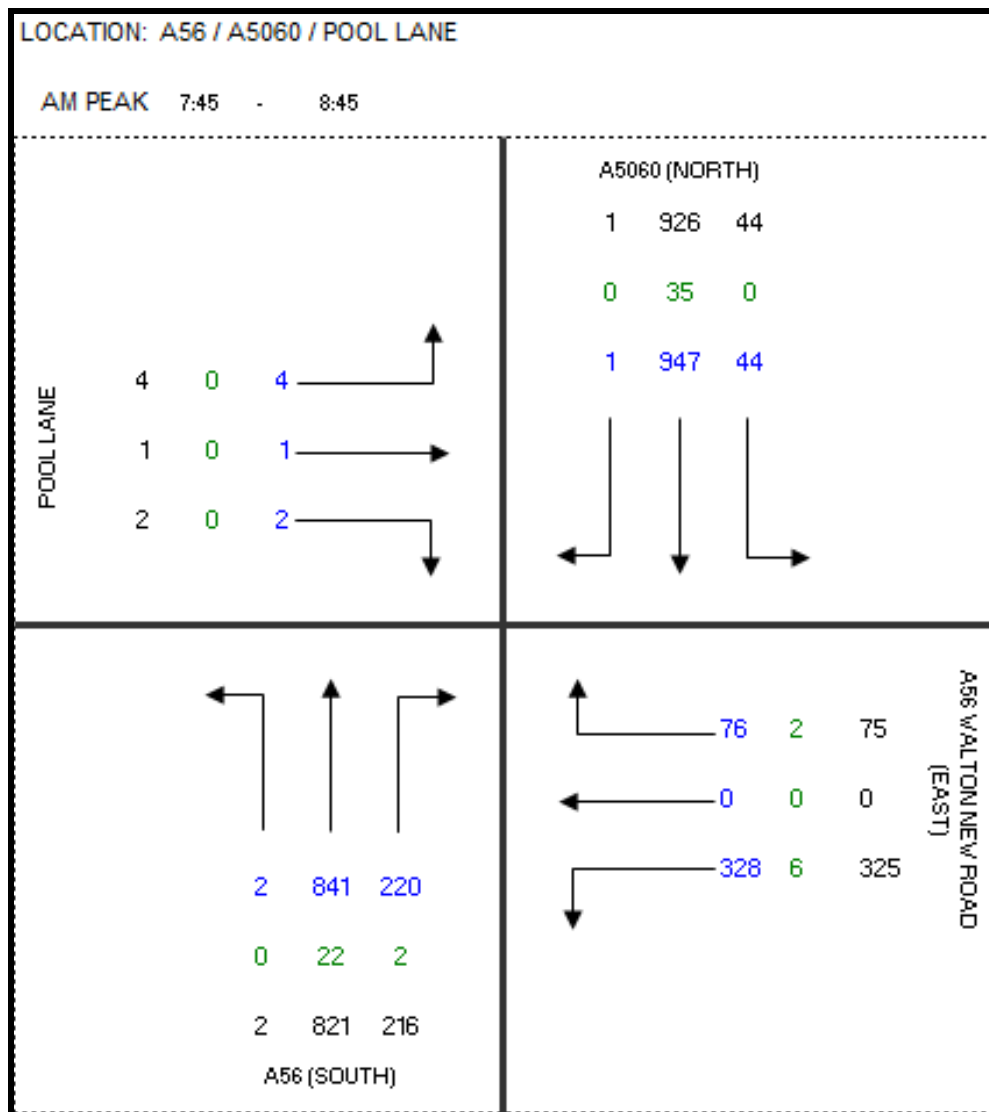
Traffic flows

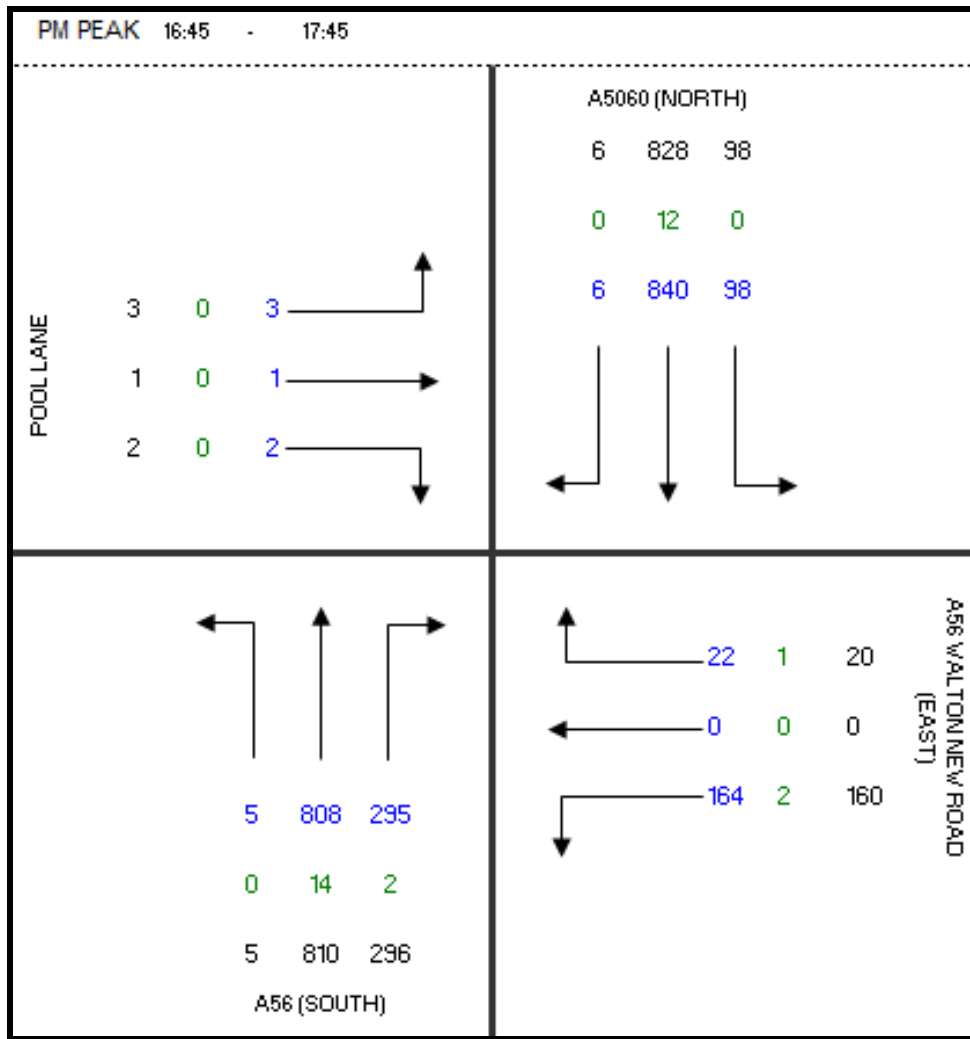
Traffic surveys have been undertaken of the local network and provided in appendix A, the flows along the site frontage and the nearby Walton New Road are shown below.

Road: A56 Chester Road, Walton									A: South-westbound							
Day: Tuesday									B: North-eastbound							
Date: 1 March 2016																
Weather: Rain AM/Fine & Cloudy PM																
A									B							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
07:30	316	48	5	3	2	5	1	380	211	24	4	0	1	3	4	247
07:45	317	37	5	3	3	1	1	367	226	28	3	2	0	2	2	263
08:00	250	30	5	1	2	1	1	290	221	24	5	1	2	0	0	253
08:15	286	33	10	4	3	2	2	340	242	28	5	1	0	1	2	279
08:30	253	18	9	3	1	3	2	289	264	19	6	4	0	2	2	297
08:45	226	23	3	3	1	0	6	262	208	24	6	4	0	1	3	246
09:00	173	26	5	2	1	0	3	210	185	21	2	2	0	0	0	210
09:15	186	25	10	2	0	0	3	226	147	29	5	4	0	1	0	186
Total	2007	240	52	21	13	12	19	2364	1704	197	36	18	3	10	13	1981
16:30	252	26	3	2	0	2	2	287	223	37	4	5	0	1	2	272
16:45	235	22	2	2	0	1	4	266	229	32	3	3	4	4	1	276
17:00	264	18	3	0	0	2	1	288	271	20	2	2	3	0	1	299
17:15	253	19	0	1	0	0	7	280	238	26	3	7	2	4	2	282
17:30	250	15	4	3	1	0	2	275	255	20	0	2	5	4	2	288
17:45	191	21	0	2	0	0	3	217	226	16	5	3	3	1	1	255
18:00	210	14	1	0	0	1	0	226	231	17	1	2	2	2	3	258
18:15	153	8	0	0	0	0	2	163	193	12	5	1	6	1	2	220
Total	1808	143	13	10	1	6	21	2002	1866	180	23	25	25	17	14	2150

A56 CHESTER ROAD, WALTON, WARRINGTON - TUESDAY 1 MARCH 2016 (07:30-08:30)															
B - North-Eastbound								A - South-Westbound							
Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
900	104	17	4	3	6	8	1042	1169	148	25	11	10	9	5	1377

A56 CHESTER ROAD, WALTON, WARRINGTON - TUESDAY 1 MARCH 2016 (16:45-17:45)															
B - North-Eastbound								A - South-Westbound							
Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total	Cars	LGV	OGV1	OGV2	P/C	M/C	PSV	Total
993	98	8	14	14	12	6	1145	1002	74	9	6	1	3	14	1109





ARM / TURNING DIRECTION	LEFT TURN							STRAIGHT ON							RIGHT TURN										
	PEDA L	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTA L	PEDA L	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTA L	PEDA L	MOTO R	CAR TAXI	LGV	OGV1	OGV2	BUS COAC	TOTA L	
AMPEAK																									
A5060 (NORTH)	0	0	39	5	0	0	0	44	10	8	771	95	24	11	7	926	0	0	1	0	0	0	0	1	
A56 WALTON NEW ROAD (EAST)	3	1	296	17	5	1	2	325	0	0	0	0	0	0	0	0	1	0	69	3	1	1	0	75	
A56 (SOUTH)	0	0	2	0	0	0	0	2	5	2	731	56	10	12	5	821	1	1	192	16	1	1	4	216	
POOL LANE	0	0	3	1	0	0	0	4	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	
PMPEAK																									
A5060 (NORTH)	0	0	91	7	0	0	0	98	4	5	749	50	7	5	8	828	0	0	5	1	0	0	0	6	
A56 WALTON NEW ROAD (EAST)	0	2	140	13	1	1	3	160	0	0	0	0	0	0	0	0	0	0	17	1	1	0	1	20	
A56 (SOUTH)	0	0	5	0	0	0	0	5	11	11	709	64	7	7	1	810	4	3	271	14	1	1	2	296	
POOL LANE	0	0	2	1	0	0	0	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	2	

Speeds

The site frontage has been surveyed for local speeds and shown below.

The surveys show the road operates at or below the speed limit.

4. EXISTING NON MOTORISED TRAVEL OPTIONS TO THE SITE

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle;
2. Accessibility by public transport.

Walking and cycling

The local area has excellent facilities to promote movement of pedestrians wide footways, and directional signage to aid visitors to the area.

The proposed development site is located on the edge of the urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km yellow / 2km brown distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents/students to access a range of shopping, employment, leisure, and service facilities on foot.

For the urban areas a 400m maximum desirable distance to bus stops based on urban studies corresponds to a walk time of 5 minutes, based upon typical normal walking speed, the site lies well within this distance for the stops shown on Chester Road

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

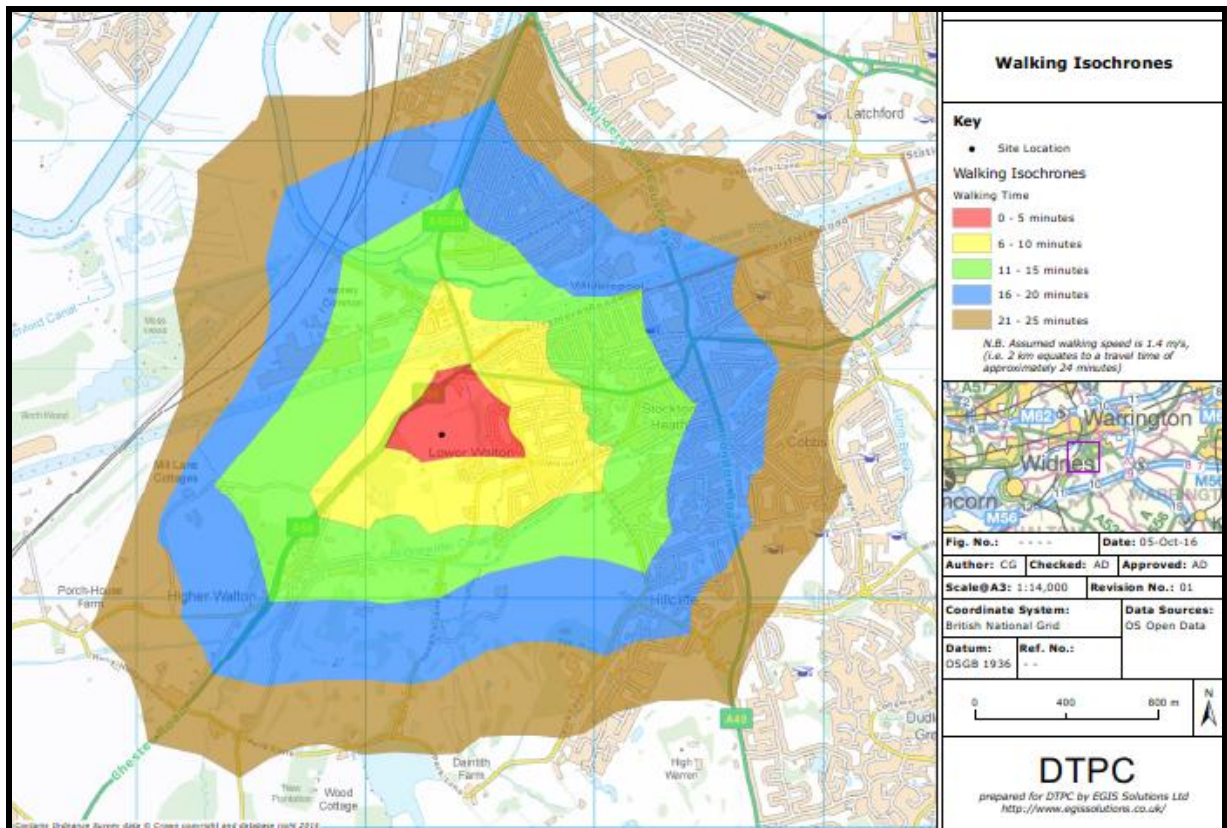
This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for residents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

The local services within 500m include the Stag at Walton Public House and Spar foodstore. Within a 1,000m boundary, there is Stockton Heath Primary School, Walton Lea Community Project, Warrington Hockey Club a Lloyds Pharmacy, several doctors' surgeries and Morrison's, Co-op and Sainsbury's foodstores.

Located within a 2,000m boundary, there is the Priestley College, St Thomas C of E Primary School, Bridgewater High School, Center Park Business Park and Warrington Golf Club and Walton High Golf Club.

Clearly, there is also potential for walking to form part of a longer journey for residents to and from the proposed development.

There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short.

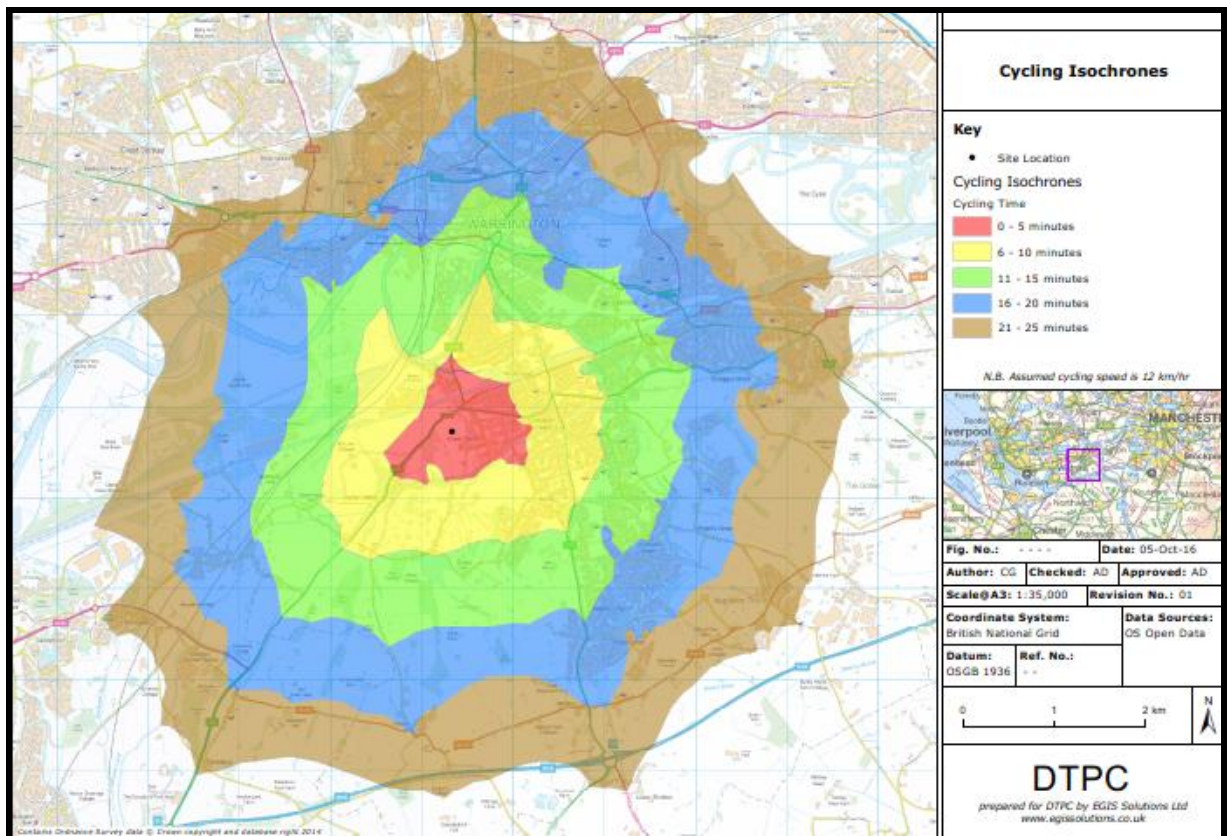
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

The brown area indicates the 5 km distance. The 5km cycle journey encompasses the whole of Warrington and its key local facilities and extends to include Grappenhall and Great Sankey.

Traffic-free cycle routes exist heading west on A56 Chester road immediately adjacent to the site and heading east along the northern bank of the Manchester Ship Canal, approximately 700m from the application site. A mixed on-road and traffic-free cycle route extends west towards Runcorn along the St Helen’s Canal.

There are also numerous ‘Quiet Residential Roads’ identified as cycling routes by WBC. The proposed development is therefore considered to be accessible by cycle.



Cycle Catchments

Chester Road has dedicated cycle paths.



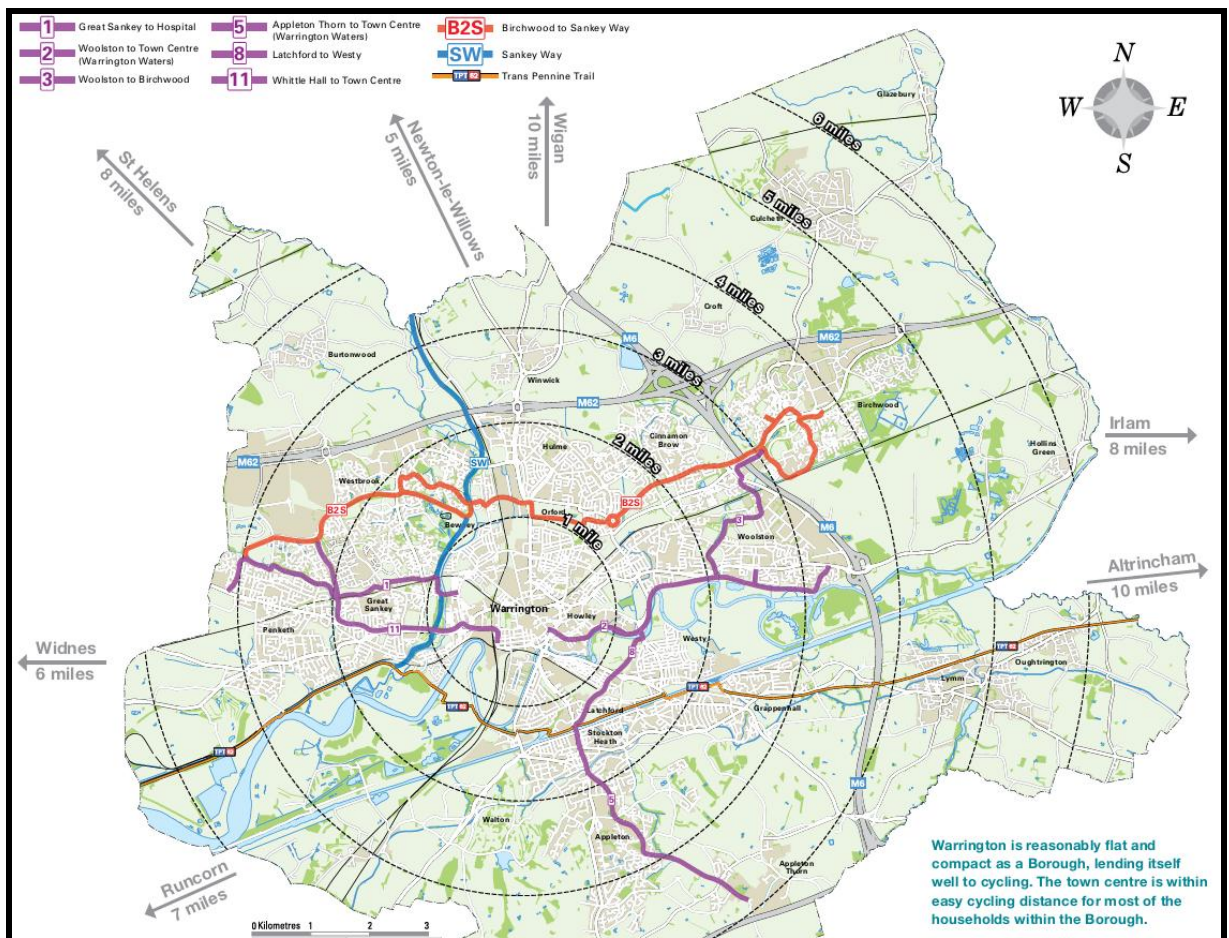
Cycle Lane on north side of Chester Road



Cycle Lane on south side of Chester Road



Local area and wider network



Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area that can access the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?"

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

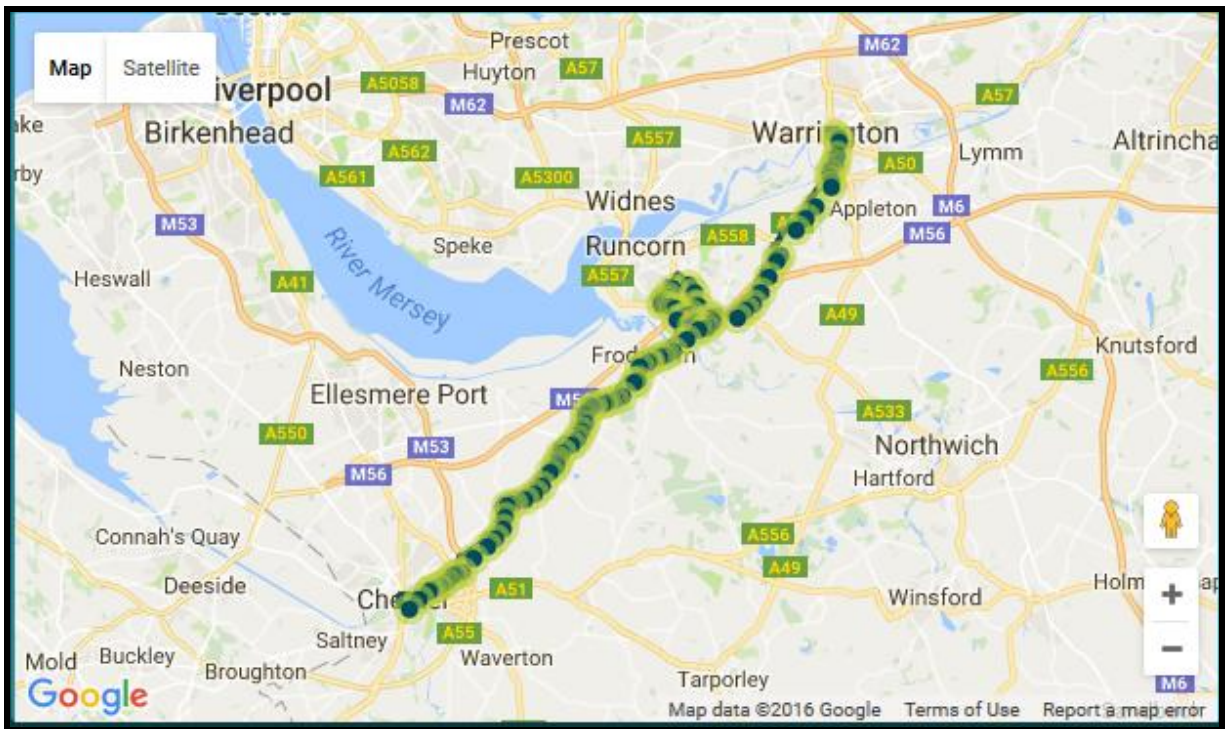
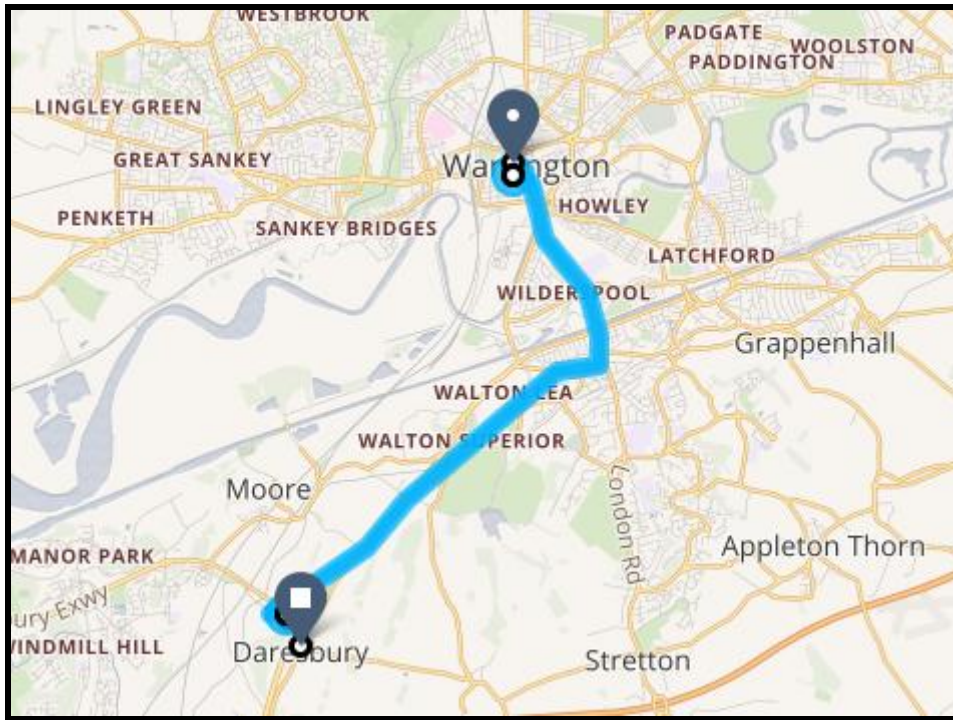
Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

As shown in the walking section the development site is located well within 400 metres from the nearest bus stops.

Local Bus Journey Summary			
Bus Service	Journey	Frequency	
		Monday to Saturday	Sunday
62	Warrington – Runcorn – Widnes – Hough Green	30 min	No service
X30	Warrington – Runcorn - Chester	hourly	No service

The 62 bus service provides a half hourly service to Runcorn and Widnes.. An hourly service is also provided by the X30 to Runcorn and Chester.

The services near the application site provide access to employment and leisure opportunities in the surrounding areas, making travel by public transport a practical mode of travel for residents at the proposed development.



Local bus routes

Accessibility by Rail

Warrington Bank Quay Rail Station is approximately 2km and Warrington Central is 2.5km from the application site.

Warrington Bank Quay Rail Station lies on the West Coast Main Line. Services from this station call at stations including London, Birmingham, Manchester, Glasgow and Chester and trains run with an hourly frequency.

Eight trains an hour call at the station, with services to stations including Liverpool Lime Street, Manchester Oxford Road, Scarborough and Norwich.

The two stations are comfortably within the 5km cycle catchment, and may fall within an acceptable walking distance to some people. Rail could therefore form part of a multi-modal journey.

Private hire

As with most towns the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

Summary

In summary, the application site can be considered as having a good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

5. THE DEVELOPMENT PROPOSALS AND LAYOUT

Development Proposals

The proposed allocation is for 177 units with access from Chester Road via a new roundabout and a new link from Brookwood close.

Full details in architects drawings



Site Layout

Servicing strategy

The larger deliveries are accommodated using the turning heads shown for a large refuse vehicle.

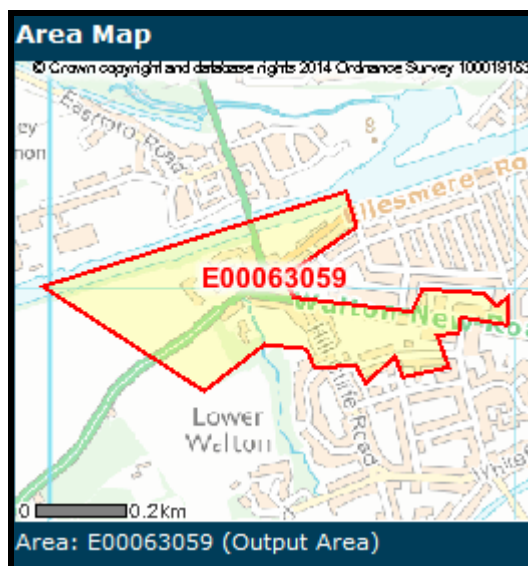
Smaller vans/deliveries can be accommodated along the homezones and private drives.

Car parking Policy and review

The accessible nature of the scheme would give potential for residents to use walk/cycle/car share/public transport as their chosen mode of transport. These are set out in the sustainability chapter.

The site would accord with local parking policy.

Census data shows the area has low car ownership reflective of its location and accessibility.



Car or Van Availability (QS416EW)	E00063059		Warrington	
	Output Area		Unitary Authority	
All Households	124	%	85140	%
No Cars or Vans in Household	6	5	16409	19
1 Car or Van in Household	41	33	35587	42
2 Cars or Vans in Household	58	47	26623	31
3 Cars or Vans in Household	17	29	5049	19
4 or More Cars or Vans in Household	2	2	1472	2

It also shows that the ownership does not mean car use at the same level.

Method of Travel to Work (QS701EW)	E00063059		Warrington		North West	
			Unitary Authority		Region	
All Usual Residents Aged 16 to 74	175	%	100856	%	3228744	%
Work Mainly at or From Home	20	11.4	4648	4.6	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	148	0.1	20719	0.6
Train	7	4.0	2147	2.1	89429	2.8
Bus, Minibus or Coach	4	2.3	5039	5.0	267140	8.3
Taxi	1	0.6	400	0.4	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	692	0.7	19988	0.6
Driving a Car or Van	123	70.3	71217	70.6	2021199	62.6
Passenger in a Car or Van	6	3.4	5803	5.8	197661	6.1
Bicycle	4	2.3	2618	2.6	70557	2.2
On Foot	9	5.1	7626	7.6	351807	10.9
Other Method of Travel to Work	1	0.6	518	0.5	19863	0.6

6. TRIP GENERATION AND ASSESSMENT

Introduction

This section provides an indication of the likely levels of additional traffic generated by the proposed residential development

Proposed Development Trip Demand

In order to determine the likely level of additional trips generated by the proposed residential development reference has been made to the TRICS v7.1.1 national database. TRICS is the industry recognised tool for calculating traffic demand of the developments. The TRICS database contains multi-modal survey data for a variety of land uses. The database has been interrogated for 'Residential Houses Privately Owned' developments similar in scale to the development currently proposed.

The following tables present a summary of the multi-modal results obtained from the TRICS database, based on 177 residential dwellings. The full TRICS output is contained in Appendix B.

Vehicle Trip Generation Summary					
Time Period	Trip Rate		Trip Generation		
	Arrivals	Departures	Arrivals	Departures	Two-way
08:00 – 09:00	0.157	0.383	28	68	96
17:00 – 18:00	0.349	0.197	62	35	97

These are split 2/3 to the roundabout and 1/3 to the Brookwood Close route.

Roundabout			
Time Period	Trip Generation		
	Arrivals	Departures	Two-way
08:00 – 09:00	18	45	63
17:00 – 18:00	41	23	64

Brookwood Close			
Time Period	Trip Generation		
	Arrivals	Departures	Two-way
08:00 – 09:00	10	23	33
17:00 – 18:00	21	12	33

Assessment

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that developments under 50 residential units do not need to be assessed. At paragraph 4.92 GTA states that

"For the avoidance of doubt, the 1994 Guidance regarding the assessment thresholds of 10 percent and 5 percent levels of development traffic relative to background traffic is no longer an acceptable mechanism....".

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed.

Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The flows along Chester Road are split approx 50/50 in each direction, the 63/64 trips would be 32 in each direction to the next junction. Similarly the Brookwood Close route would also split into the local network.

The sites impact would be spread across the network and would have limited impact on the network.

Impact During Construction

The development of the site will provide an element of HGV traffic during construction. Whilst this is unavoidable, movements will be restricted, where appropriate, to hours that would not cause undue disturbance to the local area.

7. SUMMARY

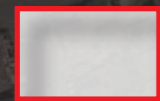
The scheme accords with local and national policy to site development adjacent to transport linkages and other attractions to minimise trips and share trip movements.


The site has a sustainable location and the site layout is designed to accord with good practice.

There are no operational issues that would arise if the development was to proceed as such the scheme would have little or no impact on the local network.

It is considered that there are no reasons why the scheme should not be approved from a transportation point of view.

Key

 Site Boundary

 n*ORTH

0m 20m 40m 60m 80m 100m

Scale 1:2,500 (@A3)

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e*SCAPE
urbanists

Project Title
Chester Road, Walton, Warrington

e*SCAPE Job No.
016-024

Client
Ashall Property

Drawing Number Revision
016-024-P001 REV -

Drawing Title
Site Boundary

Scale Date
1:2,500 @ A3 August '16