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Consulting Engineers

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# APPENDIX E



Point N

Point M

Point O

Point L

Point P

Point K

Point J

Point A

Point C

Point I

Point B

Point D

Point H

TWISS GREEN

Point E

Point G

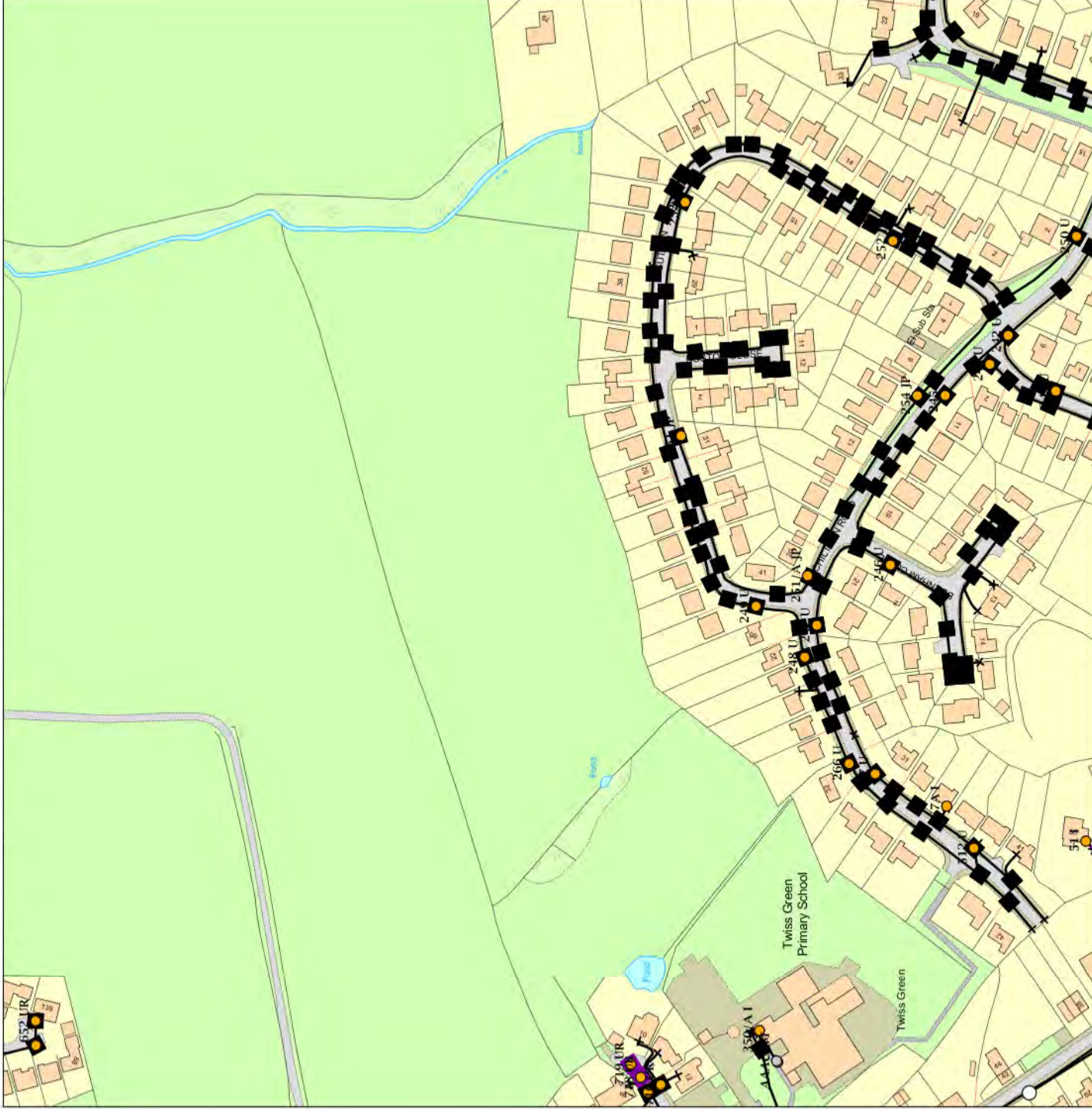
Culcheth High School

Point F

Warrington Rd

Holcroft Ln

# Maps by email Plant Information Reply



## KEY TO BT SYMBOLS

Planned DP	DP
Planned DP	DP
PCP	PCP
Planned PCP	Planned PCP
Built	Built
Planned	Planned
Inferred	Inferred
Building	Building
Kiosk	Kiosk
Hatchings	Hatchings

Pole	Pole
Planned Pole	Planned Pole
Joint Box	Joint Box
Change Of State	Change Of State
Split Coupling	Split Coupling
Duct Tee	Duct Tee
Planned Box	Planned Box
Manhole	Manhole
Planned Manhole	Planned Manhole
Cabinet	Cabinet
Planned Cabinet	Planned Cabinet

Other proposed plant is shown using dashed lines.  
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BT Ref : FDA11243X

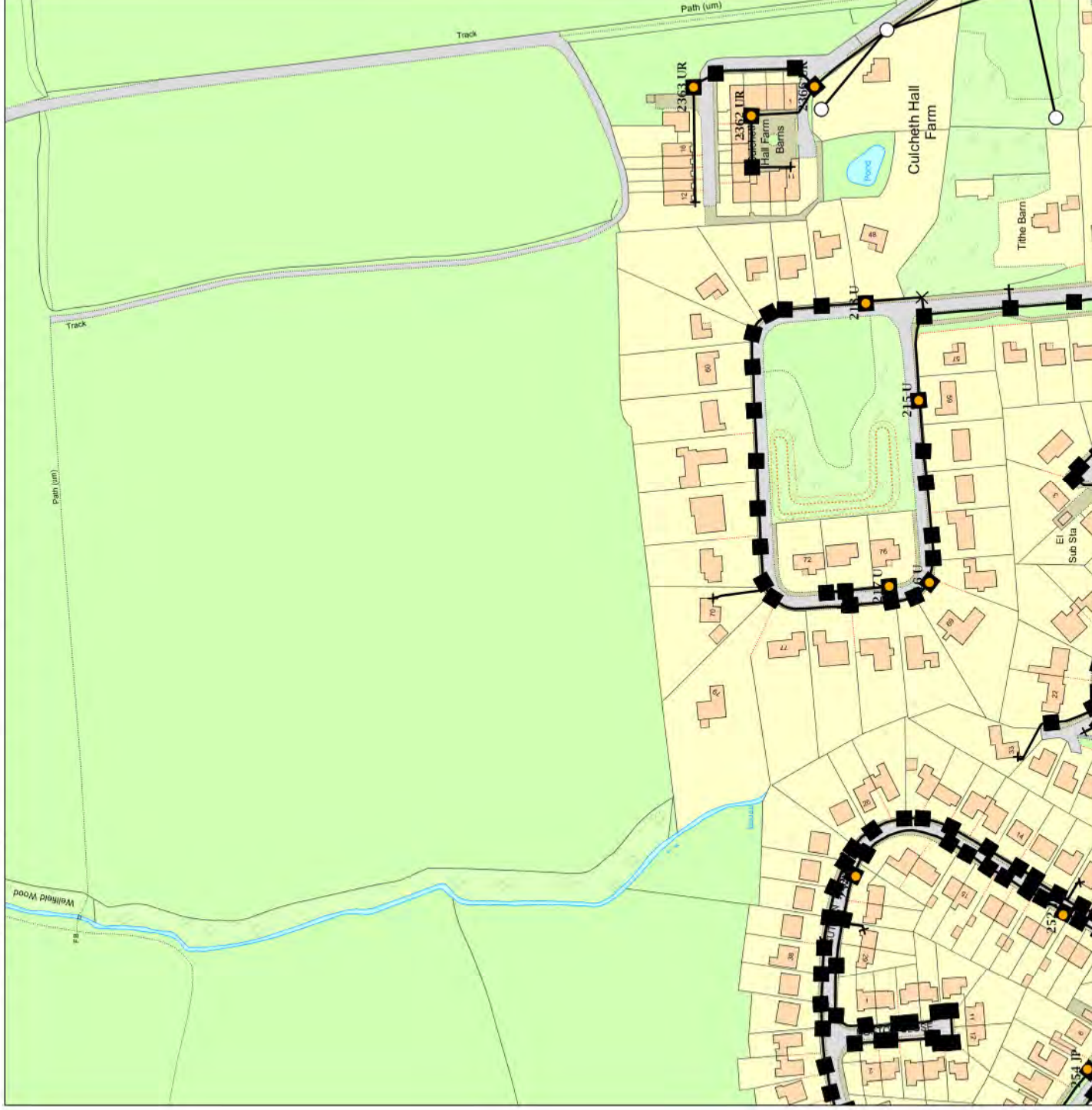
Map Reference : (centre) SJ6547695950

Easting/Northing : (centre) 365476,395950

Issued : 08/08/2017 11:24:20

**WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: [nnhc@openreach.co.uk](mailto:nnhc@openreach.co.uk)**

# Maps by email Plant Information Reply



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### KEY TO BT SYMBOLS

Planned DP	DP	Pole
PCP	Planned DP	Planned Pole
Built	PCP	Joint Box
Planned	Planned PCP	Change Of State
Inferred	Built	Split Coupling
Building	Planned	Duct Tee
Kiosk	Inferred	Planned Box
Hatchings	Building	Manhole
	Kiosk	Planned Manhole
	Hatchings	Cabinet
		Planned Cabinet

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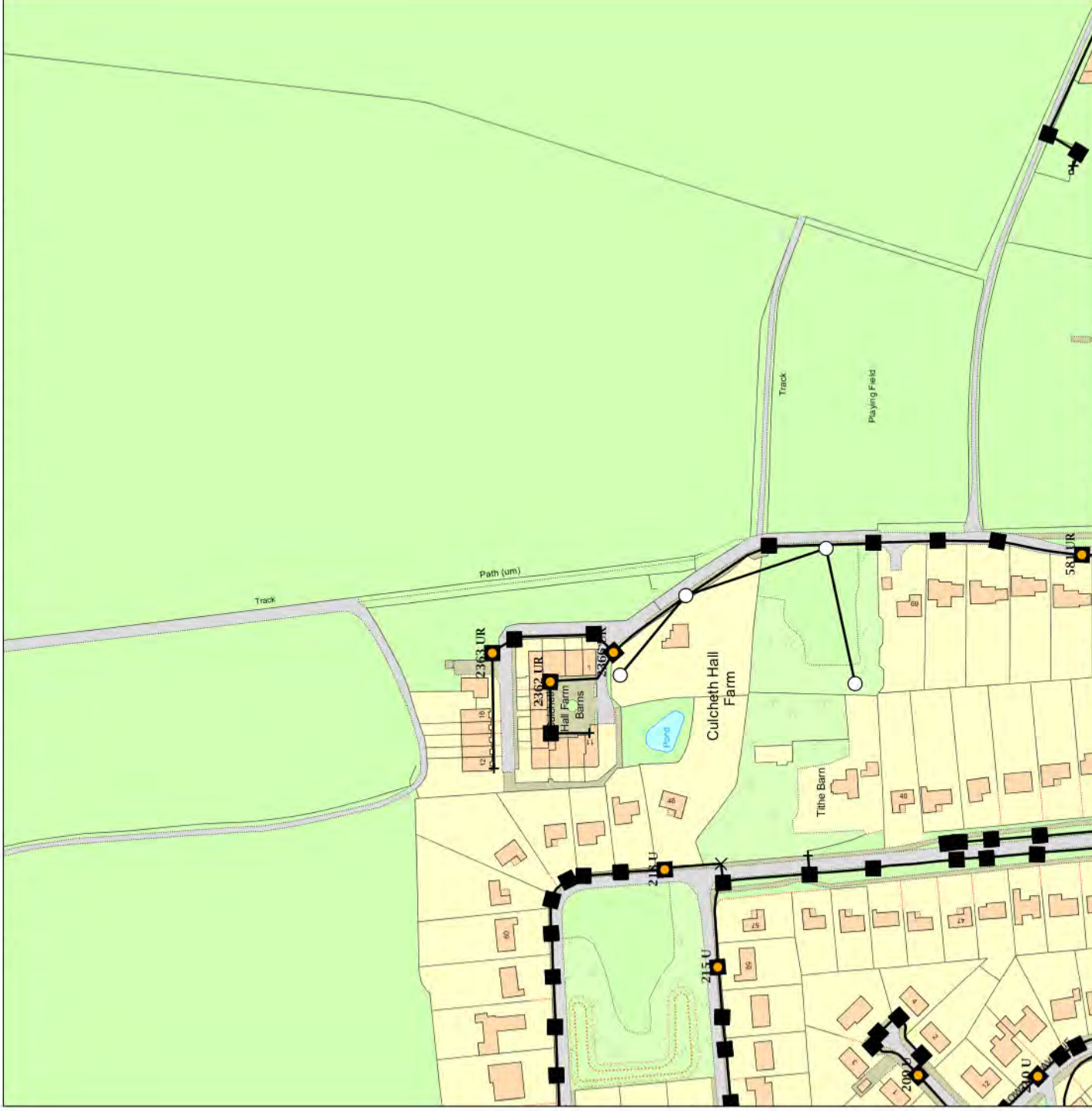
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BT Ref : **WNV11266V**  
 Map Reference : (centre) **SJ6578096028**  
 Easting/Northing : (centre) **365 780,396**  
 Issued : **08/08/2017 11:26:26**

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## KEY TO BT SYMBOLS

Planned DP	DP
Planned PCP	PCP
Built	Built
Planned	Planned
Inferred	Inferred
Building	Building
Kiosk	Kiosk
Hatchings	Hatchings

Pole	Pole
Planned Pole	Planned Pole
Joint Box	Joint Box
Change Of State	Change Of State
Split Coupling	Split Coupling
Duct Tee	Duct Tee
Planned Box	Planned Box
Manhole	Manhole
Planned Manhole	Planned Manhole
Cabinet	Cabinet
Planned Cabinet	Planned Cabinet

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Information valid at time of preparation



BT Ref : IVD11261N

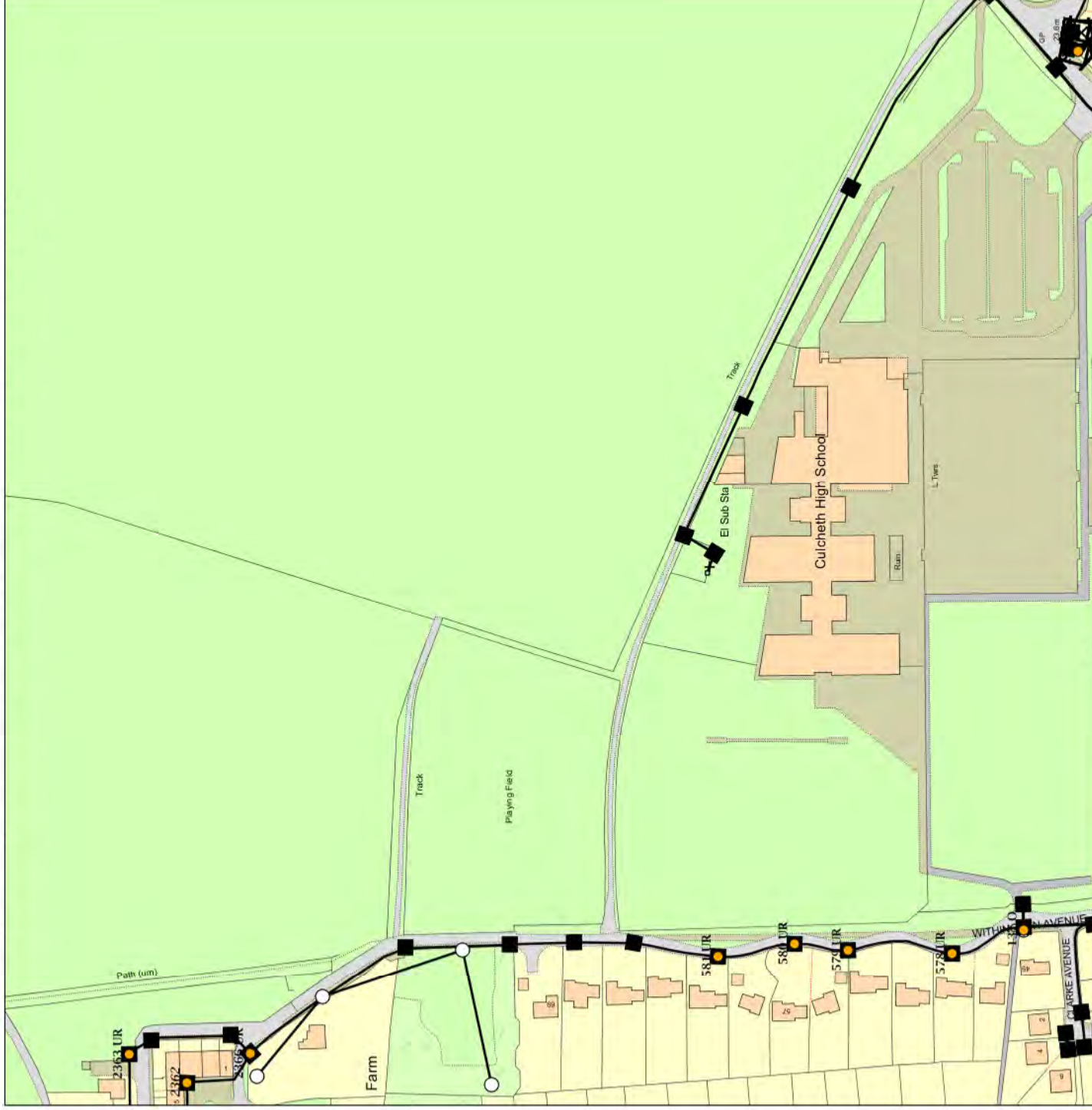
Map Reference : (centre) SJ6603595936

Easting/Northing : (centre) 366035,395936

Issued : 08/08/2017 11:27:06

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### KEY TO BT SYMBOLS

Planned DP	DP	Planned Pole	Pole
PCP	PCP	Joint Box	Joint Box
Planned PCP	Planned PCP	Change Of State	Change Of State
Built	Built	Split Coupling	Split Coupling
Planned	Planned	Duct Tee	Duct Tee
Inferred	Inferred	Planned Box	Planned Box
Building	Building	Manhole	Manhole
Kiosk	Kiosk	Planned Manhole	Planned Manhole
Hatchings	Hatchings	Cabinet	Cabinet
		Planned Cabinet	Planned Cabinet

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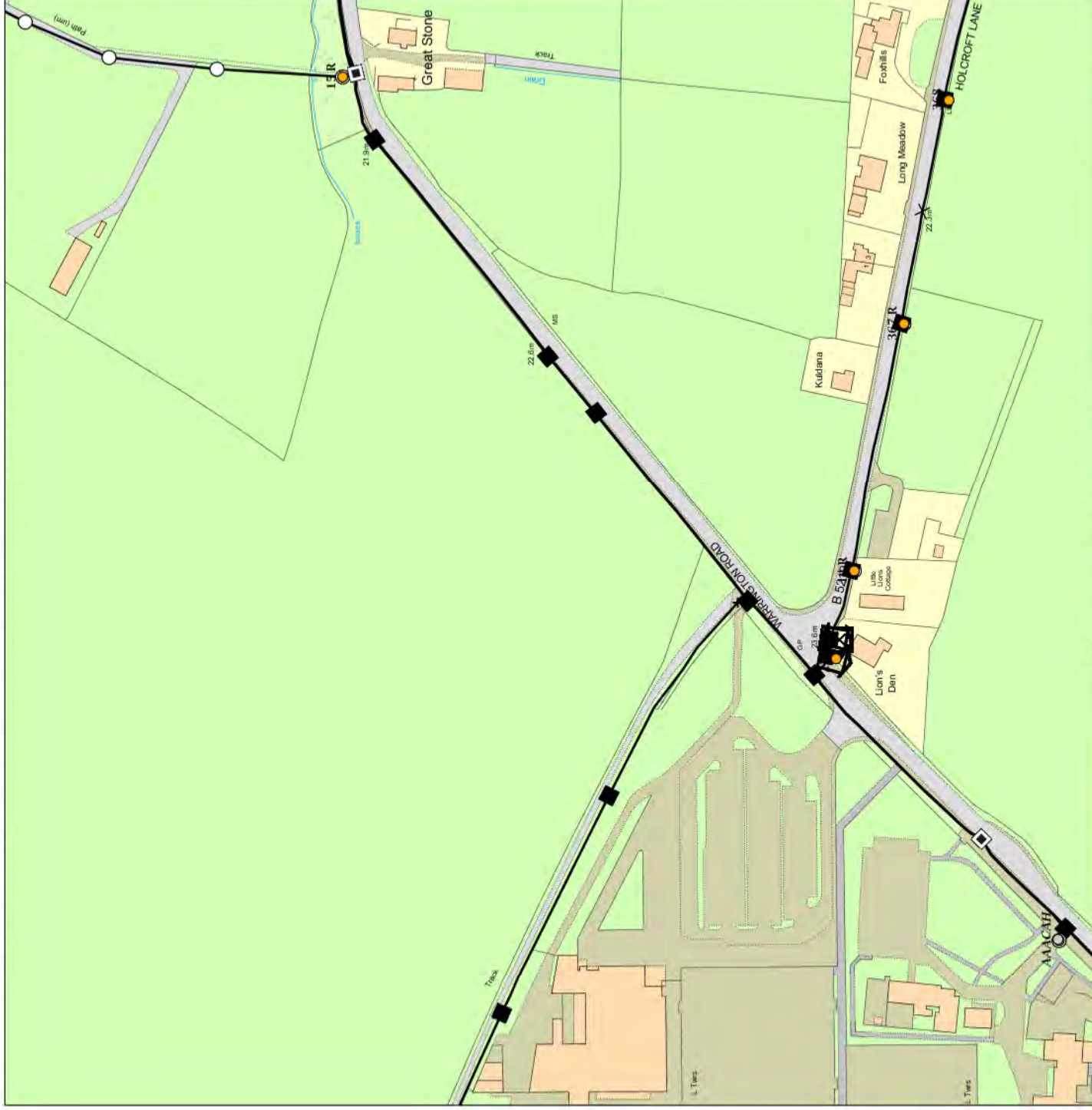
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BT Ref : AUJ11276Y  
 Map Reference : (centre) SJ6621695769  
 Easting/Northing : (centre) 366216,395  
 Issued : 08/08/2017 11:28:01

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## KEY TO BT SYMBOLS

Planned DP	DP
Planned PCP	PCP
Built	Built
Planned	Planned
Inferred	Inferred
Building	Building
Kiosk	Kiosk
Hatchings	Hatchings

Pole	Pole
Planned Pole	Planned Pole
Joint Box	Joint Box
Change Of State	Change Of State
Split Coupling	Split Coupling
Duct Tee	Duct Tee
Planned Box	Planned Box
Manhole	Manhole
Planned Manhole	Planned Manhole
Cabinet	Cabinet
Planned Cabinet	Planned Cabinet

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 Existing BT Plant may not be recorded.  
 Information valid at time of preparation

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BT Ref : OZR11293X  
 Map Reference : (centre) SJ6649095658  
 Easting/Northing : (centre) 366490,395658  
 Issued : 08/08/2017 11:29:37

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## KEY TO BT SYMBOLS

Planned DP	DP	Planned Pole	Pole
Planned PCP	PCP	Joint Box	Joint Box
Built	Built	Change Of State	Change Of State
Planned	Planned	Split Coupling	Split Coupling
Inferred	Inferred	Duct Tee	Duct Tee
Building	Building	Planned Box	Planned Box
Kiosk	Kiosk	Manhole	Manhole
Hatchings	Hatchings	Planned Manhole	Planned Manhole
		Cabinet	Cabinet
		Planned Cabinet	Planned Cabinet

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Information valid at time of preparation



BT Ref : UBX11309W

Map Reference : (centre) SJ6648795787

Easting/Northing : (centre) 366487,395

Issued : 08/08/2017 11:30:59

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### KEY TO BT SYMBOLS

Planned DP	DP	Pole
Planned DP	Planned DP	Planned Pole
PCP	PCP	Joint Box
Planned PCP	Planned PCP	Change Of State
Built	Built	Split Coupling
Planned	Planned	Duct Tee
Inferred	Inferred	Planned Box
Building	Building	Manhole
Kiosk	Kiosk	Planned Manhole
Hatchings	Hatchings	Cabinet
		Planned Cabinet

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 Information valid at time of preparation

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BT Ref : JOR113178  
 Map Reference : (centre) SJ6661195963  
 Easting/Northing : (centre) 366611,3955  
 Issued : 08/08/2017 11:31:24

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## KEY TO BT SYMBOLS

Planned DP	DP	Planned Pole	Pole
PCP	PCP	Joint Box	Joint Box
Built	Built	Change Of State	Change Of State
Planned	Planned	Split Coupling	Split Coupling
Inferred	Inferred	Duct Tee	Duct Tee
Building	Building	Planned Box	Planned Box
Kiosk	Kiosk	Manhole	Manhole
Hatchings	Hatchings	Planned Manhole	Planned Manhole
		Cabinet	Cabinet
		Planned Cabinet	Planned Cabinet

Other proposed plant is shown using dashed lines.  
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Information valid at time of preparation



BT Ref : ISA11326B

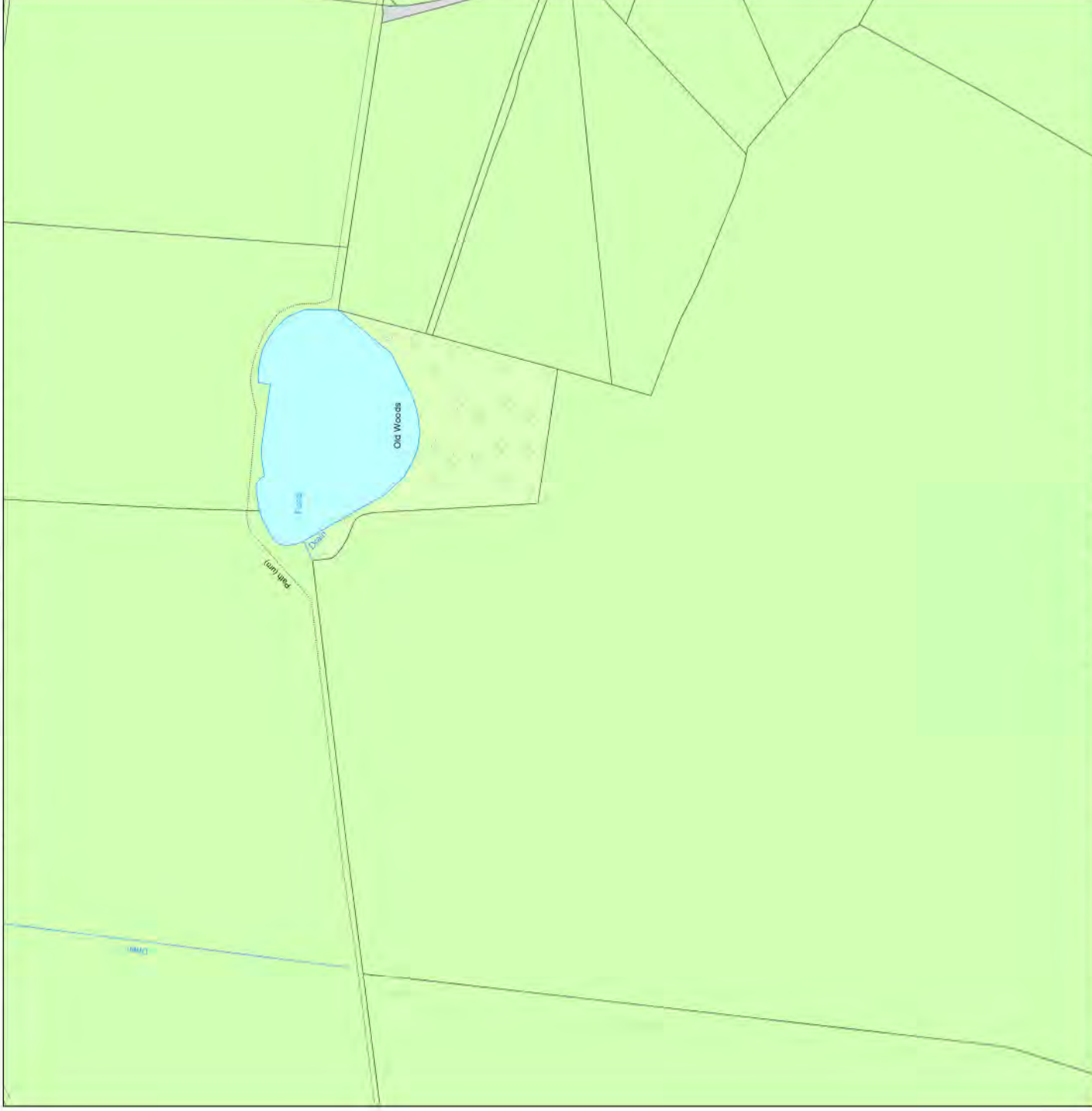
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Easting/Northing : (centre) 366608,396609

Issued : 08/08/2017 11:32:41

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## KEY TO BT SYMBOLS

Planned DP	●
Planned DP	●
PCP	✉
Planned PCP	✉
Built	—
Planned	—
Inferred	—
Building	■
Kiosk	Ⓚ
Hatchings	▨

Pole	○
Planned Pole	○
Joint Box	■
Change Of State	+
Split Coupling	X
Duct Tee	▲
Planned Box	▣
Manhole	■
Planned Manhole	▣
Cabinet	⌂
Planned Cabinet	⌂

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BT Ref : MVP11331S

Map Reference : (centre) SJ6646196204

Easting/Northing : (centre) 366461,396

Issued : 08/08/2017 11:33:12

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## KEY TO BT SYMBOLS

Planned DP	●
Planned DP	●
PCP	✉
Planned PCP	✉
Built	—
Planned	—
Inferred	—
Building	■
Kiosk	Ⓚ
Hatchings	▨

Pole	○
Planned Pole	○
Joint Box	■
Change Of State	+
Split Coupling	×
Duct Tee	▲
Planned Box	▣
Manhole	■
Planned Manhole	■
Cabinet	⌂
Planned Cabinet	⌂

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Information valid at time of preparation

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BT Ref : FJW11341F

Map Reference : (centre) SJ6621096250

Easting/Northing : (centre) 366210,396250

Issued : 08/08/2017 11:34:35

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## KEY TO BT SYMBOLS

Planned DP	DP
Planned PCP	PCP
Built	Built
Planned	Planned
Inferred	Inferred
Building	Building
Kiosk	Kiosk
Hatchings	Hatchings

Pole	Pole
Planned Pole	Planned Pole
Joint Box	Joint Box
Change Of State	Change Of State
Split Coupling	Split Coupling
Duct Tee	Duct Tee
Planned Box	Planned Box
Manhole	Manhole
Planned Manhole	Planned Manhole
Cabinet	Cabinet
Planned Cabinet	Planned Cabinet

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Information valid at time of preparation

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BT Ref : JNS11344H

Map Reference : (centre) SJ6608096461

Easting/Northing : (centre) 366080,396080

Issued : 08/08/2017 11:35:02

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## KEY TO BT SYMBOLS

Planned DP	DP	Planned Pole	Pole
Planned DP	DP	Joint Box	Joint Box
PCP	PCP	Change Of State	Change Of State
Planned PCP	PCP	Split Coupling	Split Coupling
Built	Built	Duct Tee	Duct Tee
Planned	Planned	Planned Box	Planned Box
Inferred	Inferred	Manhole	Manhole
Building	Building	Planned Manhole	Planned Manhole
Kiosk	Kiosk	Cabinet	Cabinet
Hatchings	Hatchings	Planned Cabinet	Planned Cabinet

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BT Ref : BSH113511C

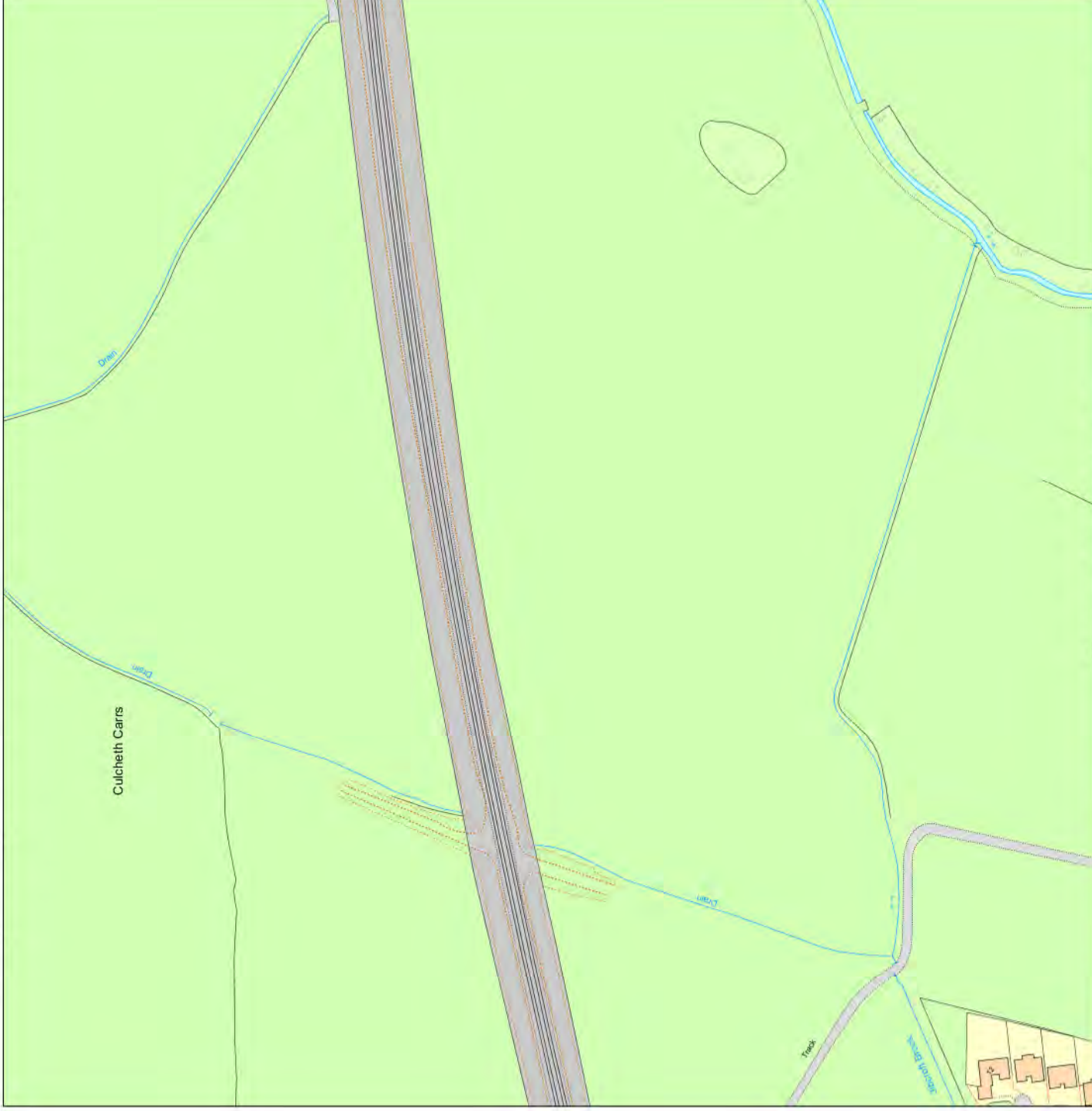
Map Reference : (centre) SJ6596896679

Easting/Northing : (centre) 365968,396679

Issued : 08/08/2017 11:35:53

**WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: [nnhc@openreach.co.uk](mailto:nnhc@openreach.co.uk)**

# Maps by email Plant Information Reply



## IMPORTANT WARNING

Information regarding the location of BT apparatus is given for your assistance and is intended for general guidance only. No guarantee is given of its accuracy.

It should not be relied upon in the event of excavations or other works being made near to BT apparatus which may exist at various depths and may deviate from the marked route.



## CLICK BEFORE YOU DIG

FOR PROFESSIONAL FREE ON SITE ASSISTANCE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS INCLUDING LOCATE AND MARKING SERVICE

email [cbyd@openreach.co.uk](mailto:cbyd@openreach.co.uk)

ADVANCE NOTICE REQUIRED

(Office hours: Monday - Friday 08:00 to 17:00)

[www.openreach.co.uk/cbyd](http://www.openreach.co.uk/cbyd)

Reproduced from the Ordnance Survey map by BT by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office

(C) Crown Copyright British Telecommunications plc 100028040

## KEY TO BT SYMBOLS

Planned DP	DP	Planned Pole	Pole
PCP	PCP	Joint Box	Joint Box
Built	Built	Change Of State	Change Of State
Planned	Planned	Split Coupling	Split Coupling
Inferred	Inferred	Duct Tee	Duct Tee
Building	Building	Planned Box	Planned Box
Kiosk	Kiosk	Manhole	Manhole
Hatchings	Hatchings	Planned Manhole	Planned Manhole
		Cabinet	Cabinet
		Planned Cabinet	Planned Cabinet

Other proposed plant is shown using dashed lines.  
BT Symbols not listed above may be disregarded.  
Existing BT Plant may not be recorded.  
Information valid at time of preparation

**openreach**

a BT Group business



BT Ref : RCQ11377A

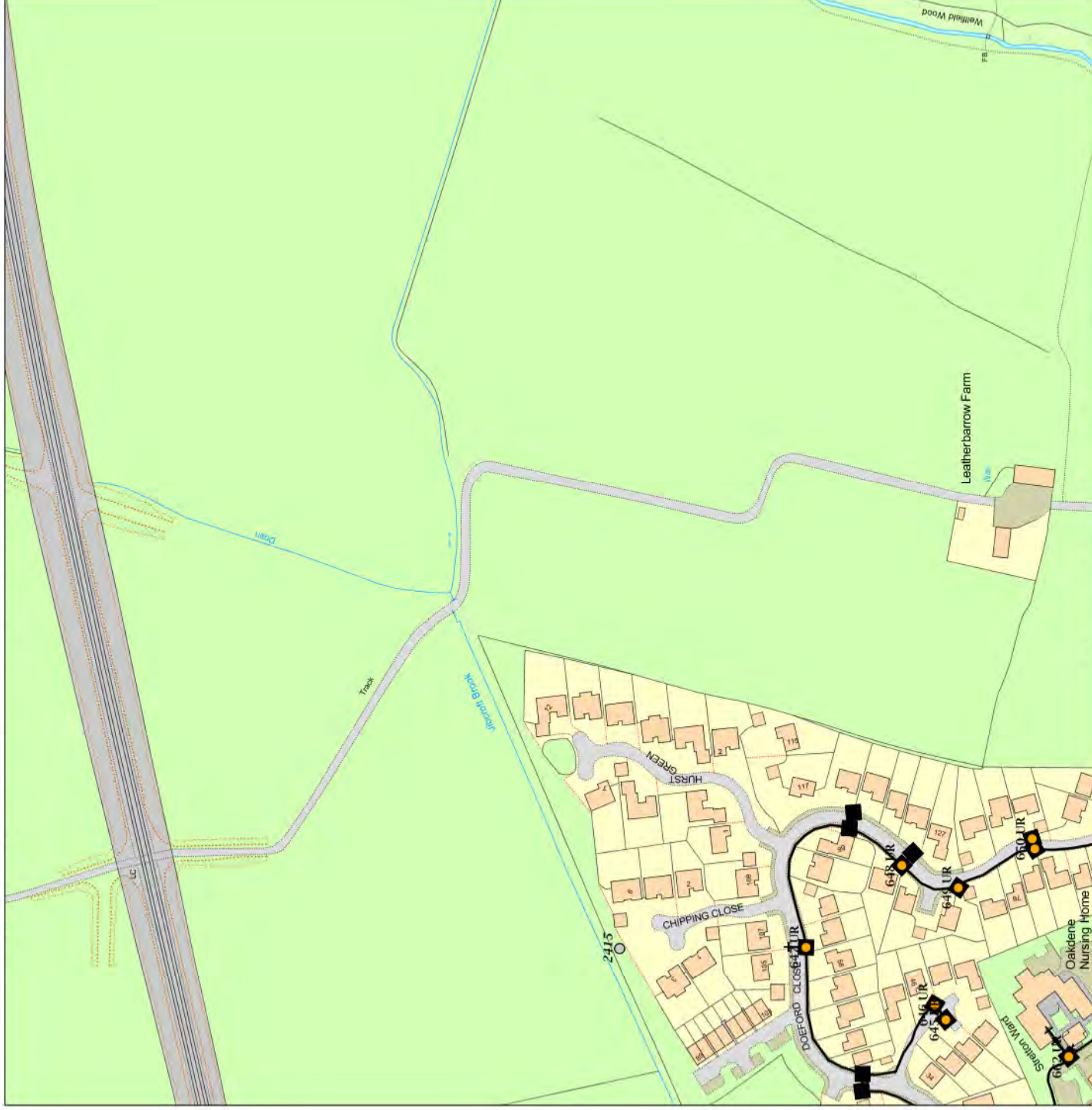
Map Reference : (centre) SJ635 4696648

Easting/Northing : (centre) 365 546,396

Issued : 08/08/2017 11:37:19

**WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: [nnhc@openreach.co.uk](mailto:nnhc@openreach.co.uk)**

# Maps by email Plant Information Reply



## IMPORTANT WARNING

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## CLICK BEFORE YOU DIG

FOR PROFESSIONAL FREE ON SITE ASSISTANCE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS INCLUDING LOCATE AND MARKING SERVICE

email [cbyd@openreach.co.uk](mailto:cbyd@openreach.co.uk)

ADVANCE NOTICE REQUIRED  
(Office hours: Monday - Friday 08:00 to 17:00)  
[www.openreach.co.uk/cbyd](http://www.openreach.co.uk/cbyd)

Reproduced from the Ordnance Survey map by BT by permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office  
(C) Crown Copyright British Telecommunications plc 100028040

## KEY TO BT SYMBOLS

Planned DP	DP	Planned Pole	Pole
PCP	PCP	Joint Box	Joint Box
Planned PCP	Planned PCP	Change Of State	Change Of State
Built	Built	Split Coupling	Split Coupling
Planned	Planned	Duct Tee	Duct Tee
Inferred	Inferred	Planned Box	Planned Box
Building	Building	Manhole	Manhole
Kiosk	Kiosk	Planned Manhole	Planned Manhole
Hatchings	Hatchings	Cabinet	Cabinet
		Planned Cabinet	Planned Cabinet

Other proposed plant is shown using dashed lines.  
BT Symbols not listed above may be disregarded.  
Existing BT Plant may not be recorded.  
Information valid at time of preparation

**openreach**

a BT Group business



BT Ref : YCB11376H

Map Reference : (centre) SJ6538396445

Easting/Northing : (centre) 365383,396

Issued : 08/08/2017 11:38:06

**WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: [mnhc@openreach.co.uk](mailto:mnhc@openreach.co.uk)**



# Maps by email Plant Information Reply



## IMPORTANT WARNING

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### CLICK BEFORE YOU DIG

FOR PROFESSIONAL FREE ON SITE ASSISTANCE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS INCLUDING LOCATE AND MARKING SERVICE

email [cbyd@openreach.co.uk](mailto:cbyd@openreach.co.uk)

ADVANCE NOTICE REQUIRED  
(Office hours: Monday - Friday 08:00 to 17:00)  
[www.openreach.co.uk/cbyd](http://www.openreach.co.uk/cbyd)

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(C) Crown Copyright British Telecommunications plc 100028040

## KEY TO BT SYMBOLS

Planned DP	DP	Planned Pole	Pole
PCP	PCP	Joint Box	Joint Box
Planned PCP	Planned PCP	Change Of State	Change Of State
Built	Built	Split Coupling	Split Coupling
Planned	Planned	Duct Tee	Duct Tee
Inferred	Inferred	Planned Box	Planned Box
Building	Building	Manhole	Manhole
Kiosk	Kiosk	Planned Manhole	Planned Manhole
Hatchings	Hatchings	Cabinet	Cabinet
		Planned Cabinet	Planned Cabinet

Other proposed plant is shown using dashed lines.  
BT Symbols not listed above may be disregarded.  
Existing BT Plant may not be recorded.  
Information valid at time of preparation



BT Ref : HWO113840

Map Reference : (centre) SJ65333396255

Easting/Northing : (centre) 365333,396255

Issued : 08/08/2017 11:38:27

**WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: [nnhc@openreach.co.uk](mailto:nnhc@openreach.co.uk)**



Shepherd Gilmour  
Consulting Engineers

Colchester House, 40 Peter Street, Manchester M2 5GP

(44)0161 837 1500

[www.shepherd-gilmour.co.uk](http://www.shepherd-gilmour.co.uk)

# APPENDIX F



Your Gas Network

Shepherd Gilmour Infrastructure  
4th Floor Colchester House  
40 Peter Street  
Manchester  
Manchester  
Greater Manchester  
M2 5GP

**Date:** 09/08/2017

**Our Ref:** NW\_TW\_Z1\_3SWX\_353251

**Your Ref:** Culcheth East

**RE: Proposed Works, North West Culcheth, East**

Thank you for your enquiry which was received on 09/08/2017.  
Please note this response and any attached map(s) are valid for 28 days.

An assessment has been carried out with respect to Cadent Gas Ltd, National Grid Electricity Transmission plc's and National Grid Gas plc's apparatus. Please note it does not cover the items listed in the section "Your Responsibilities and Obligations", including gas service pipes and related apparatus.  
For details of Network areas please see the Cadent website (<http://cadentgas.com/Digging-safely/Dial-before-you-dig>) or the enclosed documentation.

**As your works are at a "proposed" stage, any maps and guidance provided are for information purposes only. This is not approval to commence work. You must submit a "Scheduled Works" enquiry at the earliest opportunity and failure to do this may lead to disruption to your plans and works. Plant Protection will endeavour to provide an initial assessment within 14 days of receipt of a Scheduled Works enquiry and dependent on the outcome of this, further consultation may be required.**

**In any event, for safety and legal reasons, works must not be carried out until a Scheduled Works enquiry has been completed and final response received.**

Plant Protection  
Cadent  
Block 1; Floor 1  
Brick Kiln Street  
Hinckley  
LE10 0NA  
E-mail: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com)  
Telephone: +44 (0)800 688588

**National Gas Emergency Number:**  
0800 111 999\*

**National Grid Electricity Emergency Number:**  
0800 40 40 90\*

\* Available 24 hours, 7 days/week.  
Calls may be recorded and monitored.

[www.cadentgas.com](http://www.cadentgas.com)

## Your Responsibilities and Obligations

The "Assessment" Section below outlines the detailed requirements that must be followed when planning or undertaking your scheduled activities at this location.

It is your responsibility to ensure that the information you have submitted is accurate and that all relevant documents including links are provided to all persons (either direct labour or contractors) working for you near Cadent and/or National Grid's apparatus, e.g. as contained within the Construction (Design and Management) Regulations.

This assessment solely relates to Cadent Gas Ltd, National Grid Electricity Transmission plc (NGET) and National Grid Gas plc (NGG) and apparatus. This assessment does **NOT** include:

- Cadent and/or National Grid's legal interest (easements or wayleaves) in the land which restricts activity in proximity to Cadent and/or National Grid's assets in private land. You must obtain details of any such restrictions from the landowner in the first instance and if in doubt contact Plant Protection.
- Gas service pipes and related apparatus
- Recently installed apparatus
- Apparatus owned by other organisations, e.g. other gas distribution operators, local electricity companies, other utilities, etc.

It is **YOUR** responsibility to take into account whether the items listed above may be present and if they could be affected by your proposed activities. Further "Essential Guidance" in respect of these items can be found on the National Grid Website (<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982>).

This communication does not constitute any formal agreement or consent for any proposed development work; either generally or with regard to Cadent and/or National Grid's easements or wayleaves nor any planning or building regulations applications.

Cadent Gas Ltd, NGG and NGET or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you require further assistance please contact the Plant Protection team via e-mail ([click here](#)) or via the contact details at the top of this response.

Yours faithfully

Plant Protection Team

# ASSESSMENT

## Affected Apparatus

The apparatus that has been identified as being in the vicinity of your proposed works is:

- National Gas Transmission Pipelines and associated equipment
- Low or Medium pressure (below 2 bar) gas pipes and associated equipment. (As a result it is highly likely that there are gas services and associated apparatus in the vicinity)

## Requirements

**BEFORE carrying out any work you must:**

- Carefully read these requirements including the attached guidance documents and maps showing the location of apparatus.
- Contact the landowner and ensure any proposed works in private land do not infringe Cadent and/or National Grid's legal rights (i.e. easements or wayleaves). If the works are in the road or footpath the relevant local authority should be contacted.
- Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 – 'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at <http://www.hse.gov.uk>
- In line with the above guidance, verify and establish the actual position of mains, pipes, cables, services and other apparatus on site before any activities are undertaken.

# GUIDANCE

## **High Pressure Gas Pipelines Guidance:**

If working in the vicinity of a high pressure gas pipeline the following document must be followed: 'Specification for Safe Working in the Vicinity of Cadent and/or National Grid High Pressure Gas Pipelines and Associated Installations - Requirements for Third Parties' (SSW22). This can be obtained from:  
<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33968>

## **National High Pressure Gas Pipelines Guidance:**

<http://www.nationalgrid.com/NR/rdonlyres/9934F173-04D0-48C4-BE4D-82294822D29C/51893/Above7barGasGuidance.pdf>

## **Dial Before You Dig Pipelines Guidance:**

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33969>

## **Excavating Safely - Avoiding injury when working near gas pipes:**

[http://www.nationalgrid.com/NR/rdonlyres/2D2EEA97-B213-459C-9A26-18361C6E0B0D/25249/Digsafe\\_leaflet3e2finalamends061207.pdf](http://www.nationalgrid.com/NR/rdonlyres/2D2EEA97-B213-459C-9A26-18361C6E0B0D/25249/Digsafe_leaflet3e2finalamends061207.pdf)

## **Standard Guidance**

### **Essential Guidance document:**

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982>

### **General Guidance document:**

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=35103>

### **Excavating Safely in the vicinity of gas pipes guidance (Credit card):**

<http://www.nationalgrid.com/NR/rdonlyres/A3D37677-6641-476C-9DDA-E89949052829/44257/ExcavatingSafelyCreditCard.pdf>

### **Excavating Safely in the vicinity of electricity cables guidance (Credit card):**

<http://www.nationalgrid.com/NR/rdonlyres/35DDEC6D-D754-4BA5-AF3C-D607D05A25C2/44858/ExcavatingSafelyCreditCardelectricitycables.pdf>

Copies of all the Guidance Documents can also be downloaded from the National Grid Website:

<http://www.nationalgrid.com/uk/Gas/Safety/work/downloads/>



ID: NW_TW_Z1_3SWX_353251		View extent: 4120m, 2440m		<b>Map not to be used for construction</b>		Map 1 of 1 (GAS)	
USER: [REDACTED]	LP MAINS		<p>This plan shows those pipes owned by National Grid Gas plc in its role as a Licensed Gas Transporter (GT). Gas pipes owned by other GTs, or otherwise privately owned, may be present in this area. Information with regard to such pipes should be obtained from the relevant owners. The information shown on this plan is given without warranty, the accuracy thereof cannot be guaranteed. Service pipes, valves, syphons, stub connections, etc., are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by National Grid Gas plc or their agents, servants or contractors for any error or omission. Safe digging practices, in accordance with HS(G)47, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all persons (either direct labour or contractors) working for you on or near gas apparatus. The information included on this plan should not be referred to beyond a period of 28 days from the date of issue.</p>	MAPS Plot Server Version 1.9.0		<p><b>Cadent</b> Your Gas Network</p>	
DATE: 09/08/2017	MP MAINS			Requested by: Shepherd Gilmour Infrastructure			
DATA DATE: 08/08/2017	IP MAINS			This plan is reproduced from or based on the OS map by National Grid Gas plc, with the sanction of the controller of HM Stationery Office. Crown Copyright Reserved. Ordnance Survey Licence number 100024886			
REF: Culcheth East	LHP MAINS						
MAP REF: SJ6696	NHP MAINS						
CENTRE: 366460, 396117	<p>Approximate scale 1:10000 on A3 Colour Landscape</p>						
Some examples of Plant Items:							

# ENQUIRY SUMMARY

## Received Date

09/08/2017

## Your Reference

Culcheth East

## Location

Centre Point: 366460, 396117

X Extent: 988

Y Extent: 978

Postcode: WA3 4AN

Location Description: North West Culcheth, East

## Map Options

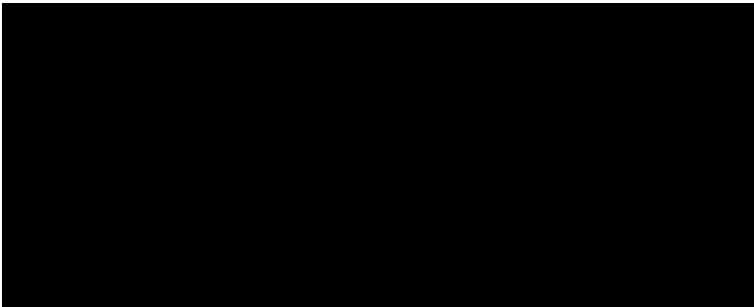
Paper Size: A3

Orientation: LANDSCAPE

Requested Scale: 10000

Actual Scale: 1:10000 (GAS)

Real World Extents: 4120m x 2440m (GAS)



Address: 4th Floor Colchester House, 40 Peter Street, Manchester, Manchester, Greater Manchester, M2 5GP

## Description of Works

Currently only in the initial planning stages for potential housing development, East of site

## Enquiry Type

Proposed Works

## Activity Type

Development Project

## Work Types

Work Type: Plans Only



██████████  
Shepherd Gilmour Infrastructure  
4th Floor Colchester House  
40 Peter Street  
Manchester  
Manchester  
Greater Manchester  
M2 5GP

**Date:** 09/08/2017

**Our Ref:** NW\_TW\_Z1\_3SWX\_353246

**Your Ref:** Culcheth West

**RE: Proposed Works, Land North East of Culcheth, West**

Thank you for your enquiry which was received on 09/08/2017.  
Please note this response and any attached map(s) are valid for 28 days.

An assessment has been carried out with respect to Cadent Gas Ltd, National Grid Electricity Transmission plc's and National Grid Gas plc's apparatus. Please note it does not cover the items listed in the section "Your Responsibilities and Obligations", including gas service pipes and related apparatus.  
For details of Network areas please see the Cadent website (<http://cadentgas.com/Digging-safely/Dial-before-you-dig>) or the enclosed documentation.

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Plant Protection  
Cadent  
Block 1; Floor 1  
Brick Kiln Street  
Hinckley  
LE10 0NA  
E-mail: [plantprotection@cadentgas.com](mailto:plantprotection@cadentgas.com)  
Telephone: +44 (0)800 688588

**National Gas Emergency Number:**  
0800 111 999\*

**National Grid Electricity Emergency Number:**  
0800 40 40 90\*

\* Available 24 hours, 7 days/week.  
Calls may be recorded and monitored.

[www.cadentgas.com](http://www.cadentgas.com)

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Cadent Gas Ltd, NGG and NGET or their agents, servants or contractors do not accept any liability for any losses arising under or in connection with this information. This limit on liability applies to all and any claims in contract, tort (including negligence), misrepresentation (excluding fraudulent misrepresentation), breach of statutory duty or otherwise. This limit on liability does not exclude or restrict liability where prohibited by the law nor does it supersede the express terms of any related agreements.

If you require further assistance please contact the Plant Protection team via e-mail ([click here](#)) or via the contact details at the top of this response.

Yours faithfully

Plant Protection Team

# ASSESSMENT

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## Requirements

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- Ensure that all persons, including direct labour and contractors, working for you on or near Cadent and/or National Grid's apparatus follow the requirements of the HSE Guidance Notes HSG47 - 'Avoiding Danger from Underground Services' and GS6 – 'Avoidance of danger from overhead electric power lines'. This guidance can be downloaded free of charge at <http://www.hse.gov.uk>
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# GUIDANCE

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<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33968>

## **National High Pressure Gas Pipelines Guidance:**

<http://www.nationalgrid.com/NR/rdonlyres/9934F173-04D0-48C4-BE4D-82294822D29C/51893/Above7barGasGuidance.pdf>

## **Dial Before You Dig Pipelines Guidance:**

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=33969>

## **Excavating Safely - Avoiding injury when working near gas pipes:**

[http://www.nationalgrid.com/NR/rdonlyres/2D2EEA97-B213-459C-9A26-18361C6E0B0D/25249/Digsafe\\_leaflet3e2finalamends061207.pdf](http://www.nationalgrid.com/NR/rdonlyres/2D2EEA97-B213-459C-9A26-18361C6E0B0D/25249/Digsafe_leaflet3e2finalamends061207.pdf)

## **Standard Guidance**

### **Essential Guidance document:**

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=8589934982>

### **General Guidance document:**

<http://www2.nationalgrid.com/WorkArea/DownloadAsset.aspx?id=35103>

### **Excavating Safely in the vicinity of gas pipes guidance (Credit card):**

<http://www.nationalgrid.com/NR/rdonlyres/A3D37677-6641-476C-9DDA-E89949052829/44257/ExcavatingSafelyCreditCard.pdf>

### **Excavating Safely in the vicinity of electricity cables guidance (Credit card):**

<http://www.nationalgrid.com/NR/rdonlyres/35DDEC6D-D754-4BA5-AF3C-D607D05A25C2/44858/ExcavatingSafelyCreditCardelectricitycables.pdf>

Copies of all the Guidance Documents can also be downloaded from the National Grid Website:

<http://www.nationalgrid.com/uk/Gas/Safety/work/downloads/>



ID: NW\_TW\_Z1\_3SWX\_353246  
 USER: [REDACTED]  
 DATE: 09/08/2017  
 DATA DATE: 08/08/2017  
 REF: Culcheth West  
 MAP REF: SJ6596  
 CENTRE: 365516, 396177

View extent: 2890m, 3670m

LP MAINS   
 MP MAINS   
 IP MAINS   
 LHP MAINS   
 NHP MAINS

0m 200m  
 Approximate scale 1:10000  
 on A3 Colour Portrait

**Map not to be used for construction**

This plan shows those pipes owned by National Grid Gas plc in its role as a Licensed Gas Transporter (GT). Gas pipes owned by other GTs, or otherwise privately owned, may be present in this area. Information with regard to such pipes should be obtained from the relevant owners. The information shown on this plan is given without warranty, the accuracy thereof cannot be guaranteed. Service pipes, valves, syphons, stub connections, etc., are not shown but their presence should be anticipated. No liability of any kind whatsoever is accepted by National Grid Gas plc or their agents, servants or contractors for any error or omission. Safe digging practices, in accordance with HS(G)47, must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all persons (either direct labour or contractors) working for you on or near gas apparatus. The information included on this plan should not be referred to beyond a period of 28 days from the date of issue.

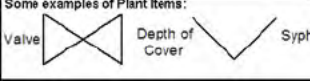
Map 1 of 1 (GAS)

MAPS Plot Server Version 1.9.0

**Cadent**  
 Your Gas Network

Requested by: Shepherd Gilmore Infrastructure

This plan is reproduced from or based on the OS map by National Grid Gas plc, with the sanction of the controller of HM Stationery Office. Crown Copyright Reserved. Ordnance Survey Licence number 100024886



# ENQUIRY SUMMARY

## Received Date

09/08/2017

## Your Reference

Culcheth West

## Location

Centre Point: 365516, 396176

X Extent: 980

Y Extent: 995

Postcode: WA3 4AN

Location Description: Land North East of Culcheth, West

## Map Options

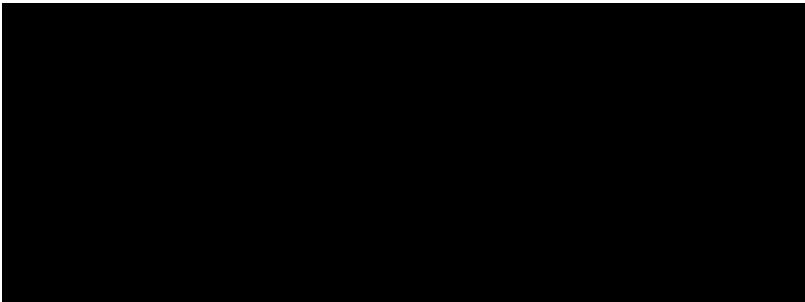
Paper Size: A3

Orientation: PORTRAIT

Requested Scale: 10000

Actual Scale: 1:10000 (GAS)

Real World Extents: 2890m x 3670m (GAS)



Address: 4th Floor Colchester House, 40 Peter Street, Manchester, Manchester, Greater Manchester, M2 5GP

## Description of Works

Currently only in the initial planning stages for potential housing development- west of the site

## Enquiry Type

Proposed Works

## Activity Type

Development Project

## Work Types

Work Type: Plans Only



Shepherd Gilmour  
Consulting Engineers

Colchester House, 40 Peter Street, Manchester M2 5GP

(44)0161 837 1500

[www.shepherd-gilmour.co.uk](http://www.shepherd-gilmour.co.uk)

# APPENDIX G

M15 4LZ

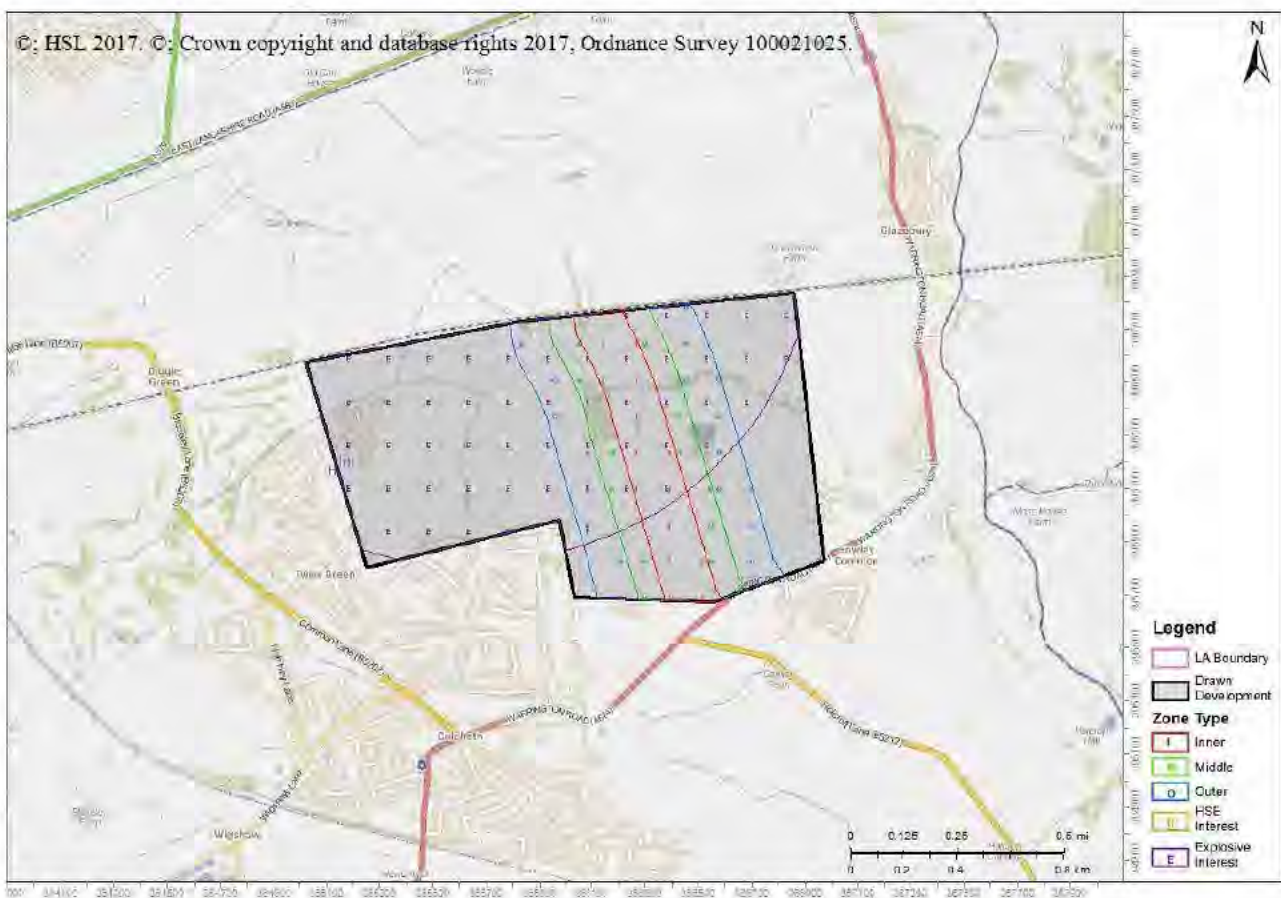
## Advice : HSL-170814100504-432 Crosses Consultation Zone

Please enter further details about the proposed development by continuing with the enquiry on the HSE's Planning Advice Web App from the Previous Enquiries tab either now or at a later time, unless the Web App has stopped the process and notified you to contact HSE.

**Your Ref:** Land at Culcheth

**Development Name:**

**Comments:**



### Commercial In Confidence

The proposed development site which you have identified currently lies within the consultation distance (CD) of at least one major hazard site and/or major accident hazard pipeline; HSE needs to be consulted on any developments on this site.

This advice report has been generated using information supplied by [REDACTED] at Shepherd Gilmour Infrastructure on 14 August 2017.

You will also need to contact the pipeline operator as they may have additional constraints on development near their pipeline.

- 6754 1038 National Grid Gas PLC



HSL/HSE accepts no liability for the accuracy of the pipeline routing data received from a 3rd party. HSE/HSL also accepts no liability if you do not consult with the pipeline operator.

You may wish to contact HSE's Planning Advice team to discuss the above enquiry result on 01298 218159 or by email at [lupenquiries@hsl.gsi.gov.uk](mailto:lupenquiries@hsl.gsi.gov.uk).

Shepherd Gilmour Infrastructure  
Castlefield House, 29 Ellesmere Street,  
Manchester



M15 4LZ

**Advice : HSL-170814100504-432 Crosses Explosive Safeguarding Zones**

**Your Ref:** Land at Culcheth

**Development Name:**

**Comments:**

The site which you have identified currently lies within one or more Explosives Safeguarding Zones; please contact the HSE Explosives Inspectorate.

The Explosives Inspectorate can be contacted at:

Health and Safety Executive  
Explosives Inspectorate  
Redgrave Court  
Merton Road  
Bootle  
Merseyside  
L20 7HS  
Email: [explosive.enquiries@hse.gsi.gov.uk](mailto:explosive.enquiries@hse.gsi.gov.uk)

Commercial In Confidence

Please note that this advice is based on the specific information provided by [REDACTED] on behalf of Shepherd Gilmour Infrastructure and the explosive safeguarding zone data held by HSE on this date.



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

**LAND NORTH EAST OF CULCHETH  
TRANSPORT APPRAISAL**

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



**2-Transport**



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

**LAND NORTH EAST OF CULCHETH  
TRANSPORT APPRAISAL**

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

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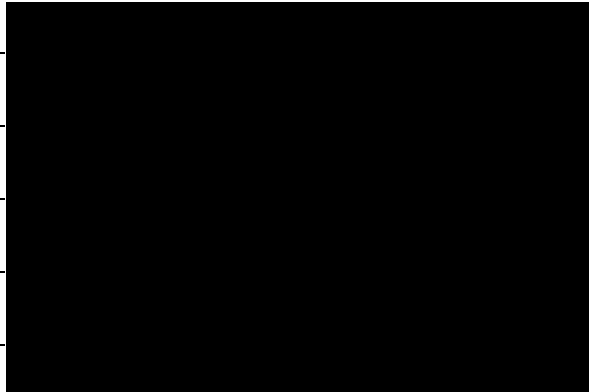
Date: 28 September 2017

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## QUALITY MANAGEMENT

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## CONTENTS

<b>SECTION 1</b>	<b>INTRODUCTION.....</b>	<b>1</b>
1.1	Warrington Local Plan Review .....	1
1.2	Peel's Land Interests .....	1
1.3	Report Structure .....	1
1.4	Conclusions.....	2
<b>SECTION 2</b>	<b>BACKGROUND .....</b>	<b>3</b>
2.1	Transport Policy Context .....	3
2.2	Growth in Outlying Settlements .....	8
<b>SECTION 3</b>	<b>DEVELOPMENT PROPOSALS .....</b>	<b>11</b>
3.1	Site Location .....	11
3.2	Masterplan .....	11
3.3	Locational Benefits of the Site.....	13
<b>SECTION 4</b>	<b>SUSTAINABILITY AND ACCESSIBILITY OF THE SITE .....</b>	<b>15</b>
4.1	Overview .....	15
4.2	Local Connectivity of the Site .....	16
4.3	Maximising Use of Public Transport.....	18
4.4	Promoting Sustainable Travel Choices .....	20
4.5	Accessibility of the Site .....	26
<b>SECTION 5</b>	<b>SITE ACCESS ARRANGEMENTS .....</b>	<b>29</b>
5.1	Overview .....	29
5.2	Access Proposals .....	29
5.3	Capacity of the Accesses.....	31
<b>SECTION 6</b>	<b>TRAFFIC IMPACTS.....</b>	<b>33</b>
6.1	Overview .....	33
6.2	Development Traffic Flows.....	33
6.3	Traffic Impacts.....	36
<b>SECTION 7</b>	<b>CONCLUSIONS.....</b>	<b>38</b>

## **FIGURES**

<b>FIGURE 3.1</b>	<b>SITE LOCATION PLAN</b>
<b>FIGURE 3.2</b>	<b>LOCATIONAL BENEFITS OF THE SITE</b>
<b>FIGURE 4.1</b>	<b>EXISTING BUS ROUTES</b>
<b>FIGURE 4.2</b>	<b>LOCATION OF KEY FACILITIES AND SERVICES</b>
<b>FIGURE 5.1</b>	<b>POTENTIAL SITE ACCESSES FROM WARRINGTON ROAD</b>
<b>FIGURE 5.2</b>	<b>POTENTIAL EMERGENCY VEHICLE ACCESS FROM WITHINGTON AVENUE</b>
<b>FIGURE 5.3</b>	<b>POTENTIAL SITE ACCESS FROM TWISS GREEN LANE</b>
<b>FIGURE 6.1</b>	<b>INDICATIVE DEVELOPMENT TRAFFIC FLOWS</b>
<b>FIGURE 6.2</b>	<b>LOCAL HIGHWAY NETWORK PLAN</b>

## **APPENDICES**

<b>APPENDIX A</b>	<b>WARRINGTON CYCLE MAP</b>
<b>APPENDIX B</b>	<b>GOOGLE TRAFFIC MAPS</b>

## **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 North East of Culcheth which is capable of delivering a new community, integrated with the existing settlement. It can accommodate up to 900 new homes as well as a range of complementary facilities.

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 at Culcheth.



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 Culcheth 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 strongly meet four of the five specific accessibility criteria defined by the Council.
- ii) Therefore the development of the site will fully accord with the NPPF objective related to sustainable travel, with opportunities for such modes taken up.
- iii) Access to the site is proposed in several locations and feasibility level designs have been produced and the capacity of these considered. All will operate satisfactorily. Site access 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 at North East Culcheth is suitable for allocation in the Council's Local Plan and will form a sustainable development that can provide much needed housing.

---

## 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 sustainability 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 Culcheth are adjacent to the high school and close to primary schools, allowing local travel, and will be near the extensive range of facilities and services in Culcheth village, thus minimising journey lengths. 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 to 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 North East of Culcheth comprise the development of up to 900 residential dwellings. The PDO proposes incremental growth in the outlying settlements with up to 300 new homes identified at Culcheth. 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 Culcheth 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 Culcheth includes consideration of the assessment criteria for objective W4, noting:

**"Local Highways Network. Small amount of peak hour congestion in centre of village. No planned local highways improvements in village."**

Other criteria related to the strategic highways network, public transport and active travel do not raise constraints.



- 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 Culcheth (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 North East of Culcheth to contribute to growth in the borough in a sustainable manner.

## **SECTION 3      DEVELOPMENT PROPOSALS**

### **3.1      Site Location**

3.1.1 The site is located adjacent to and immediately to the north-east of the existing built development at Culcheth. It is c.800m from the centre of Culcheth at the Warrington Road/Common Lane junction. The location of the site is shown on Figure 3.1.

3.1.2 Given its position, the site is well related to the settlement of Culcheth with its western and southern boundaries adjoining residential properties and, on its southern side, Culcheth High School. The sites eastern boundary is part-formed by Warrington Road and its northern boundary by the Liverpool to Manchester railway line.

3.1.3 The site is c.96 hectares in size and currently comprises a mix of agricultural land and small pockets of woodland. 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. Two development proposals are presented for the site, as informed by the appraisal of site opportunities and constraints. These both present viable and deliverable proposals for the site. The first would result in less development and less of the proposed site coming forwarding during the plan period. These collectively show how the site would be delivered over two separate phases should the phased release of the site be considered appropriate. The masterplan shows residential development of up to 900 dwellings located to the north of the existing built development in Culcheth.

3.2.2 Given the presence of Wellfield Wood, it is envisaged that the areas to its east and west will be accessed independently with a pedestrian/cyclist/emergency vehicle connection between the two.

- 3.2.3 Access to the site is considered in detail in Section 5.0 below: the main access to the eastern part of the site will be off Warrington Road with a secondary/emergency access via Withington Avenue. The latter route could serve a small pocket of development and then provide an emergency vehicle connection to the remainder of the site. The western part of the site will be accessed via an extension of Twiss Green Lane.
- 3.2.4 The masterplan shows a large country park wrapping around the proposed built development on the site. The proximity of the site to the adjacent Culcheth High School and nearby primary schools will afford opportunities for education trips to be made locally, thus reducing car travel. If necessary, the High School can be expanded using land on the site.
- 3.2.5 Several public rights of way (public footpaths) run through the site connecting the potential development with the existing street network in Culcheth; the PRow are indicated on the concept masterplan. Existing 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, with an emphasis on safe routes to school. 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 new community. The site will be designed for the mobility impaired with full account taken of 'Inclusive Mobility' requirements.

3.2.8 The location of the site next to Culcheth High School and close to primary 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, adjacent to the site – these, along with work trips, are predominantly made in the morning peak hour. 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 nearby primary schools and Culcheth High School, the vast majority 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.

### 3.3 Locational Benefits of the Site

3.3.1 The proposed development at Culcheth has many features and advantages which will create sustainable development patterns: the size of the site will support new facilities and sustainable travel modes; and the sites location, adjacent to the existing built area and in close proximity to key facilities and services and public transport networks, will further encourage use of non-car travel modes. Thus the site presents an excellent opportunity to promote sustainable transport and reduce vehicular traffic generations. These matters are explored further in Section 4.0.

- 3.3.2 The location of the site in the northern part of the Borough also has benefits in terms of its proximity to the location of future jobs, in and close to, Warrington Borough. Much of the proposed employment related development in the Borough is located in and north of the town centre. In contrast, much of the residential development proposed (where workers are housed) is to the south east of the town. Development at Culcheth therefore presents an opportunity to locate workers (in the new households) close to major centres of employment, thus minimising journey lengths.
- 3.3.3 Figure 3.2 indicates the proximity of the site to major areas of employment. Those on the northern side of the town include:-
- Birchwood – c.3.5km south of the site with c.17,000 jobs (source: 2011 Census, Journeys to Work to MSOAs).
  - Omega – c.11km south west of the site with c.24,000 jobs (source: [www.omegaopportunity.com](http://www.omegaopportunity.com)).
  - Parkside in St Helens – c.6km west of the site with c.8,000 jobs (source: [www.thisisparkside.co.uk](http://www.thisisparkside.co.uk) / [www.sthelens.gov.uk](http://www.sthelens.gov.uk)):
- 3.3.4 Thus locating a ‘pool’ of workers close to major employment areas will provide opportunities for reduced travel distances. Over time, it could be expected that jobs at Birchwood, for example, would be filled by workers in close proximity, such as at Culcheth, with reduced ‘in-commuting’ from outside the Borough. At present, the journey to work data for the MSOAs in the Birchwood area indicates that only 32% of workers originate in Warrington Borough with the largest inflows from Wigan (10%), St Helens (6%), Cheshire West and Chester (5%), Hatton (4%) and Trafford (4%).
- 3.3.5 Furthermore, the size of the site is such that bespoke bus routes and services focussed on employment areas could be created, with benefits not only for the proposed site but also for the existing community at Culcheth.

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

4.1.1 The transport strategy for the site will focus on promoting sustainable travel modes and 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 locational characteristics close to Culcheth village;
- ii) Maximise opportunities for walking and cycling trips, particularly over shorter distances;
- iii) 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);
- iv) Encourage commuting trips to Warrington and other destinations including Birchwood to be made by bus; and
- v) Mitigate the impacts of residual car borne trips by the introduction of highways mitigation improvements where absolutely necessary.

4.1.2 As well as achieving modal shift, the travel strategy for the site will assist in creating a coherent new community and will reduce the vehicular traffic flows generated by the site.

4.1.3 Strategies for encouraging walking/cycling, public transport and 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.

4.1.4 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 close to the development in walkable neighbourhoods, thus putting place first, enhancing inclusion, promoting sustainable lifestyle choices and behavioural change.

- New viable bus services and high quality bus infrastructure that will connect the site with key destinations and will also provide enhanced connectivity for existing residents in Culcheth.
- Specific and targeted travel plan measures again designed to promote sustainable travel modes.
- Provision of on-plot and on-street electric vehicle charging points and an electric vehicle car club to encourage some vehicular journeys to be made by low emission vehicles.
- Existing access provision off several places on the local road network which can accommodate the traffic generated by the proposals and which will spread traffic around the local networks (considered in Sections 5.0 and 6.0).

#### 4.2 Local Connectivity of the Site

4.2.1 The sites lies immediately adjacent to the existing built development within Culcheth village thus affording the opportunity to make direct and high quality connections as noted above at 3.2.5 – 3.2.10 when considering the site masterplan. 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. Most of the roads in Culcheth are identified by the Council as having the top ‘cycleability’ gradation, with reference to the WBC Cycle Map that is included in Appendix A.

4.2.3 Several PRow cross the site and these can be enhanced as set out at 3.2 above, also enabling the opportunity (alongside the proposed footway network within the new community) for existing residents of Culcheth village to easily and safely access the proposed country park.

4.2.4 Improvements to the pedestrian/cyclist environment will be investigated in detail and, where appropriate, implemented in line with development coming forward. At this stage it is envisaged these could include:-

- i) Improvements to the several PRow that run across the site and their connections to the external street network. Such improvements could

include widening, better surfacing / drainage, signing and lighting. Sensitivity will be needed where PRoW access the proposed country park.

- ii) Delivery of a high quality pedestrian and cycle route from the site to Culcheth centre via Withington Avenue which is lightly trafficked and has good quality footways. FP113a also offers a connection from Withington Avenue to Culcheth Hall Drive and on to Lodge Drive to access the village centre uses.
- iii) Provision of a widened footway along Warrington Road connecting to the entrance to Culcheth High School.
- iv) A potential direct pedestrian connection between the site and Culcheth High School and/or improvement of FP125.
- v) Subject to the availability of land, provision of cycle parking within the centre of Culcheth, close to the cluster of shops and leisure premises at Lodge Drive/Common Lane.

4.2.5 The above 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 Culcheth has poor cycling and walking connections to Warrington, Birchwood and Winwick 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 connections to Warrington, Birchwood and Winwick are largely a function of distance. All are outside walking distance from Culcheth but, whilst trips to employment locations are important, many trips can be made locally for other purposes (education, health, retail, leisure etc) within Culcheth with a whole range of facilities within an easy walk or cycle ride. Similarly, cycle connectivity is largely a function of distance: the locations noted are at the limit of cycling distance and such trips may be better made by bus (see 4.3 below). Nevertheless, Peel will work with WBC to investigate the provision of a high quality cycle route between Culcheth and Birchwood, connecting with the strategic cycle routes at the latter (3- Woolston to Birchwood; B2S – Birchwood to Sankey Way).



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 in Culcheth village and the short-distances involved affords a real opportunity to focus movement on slow modes of travel and thereby reduce car use.

#### 4.3 Maximising Use of Public Transport

##### Existing Provision

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.

**Table 4.1 Existing Bus Services**

Service No.	Route / Destinations Served	Frequency					
		Mon – Fri		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
28/28A	Leigh – Culcheth – Padgate – Warrington	60 <sup>1</sup>	60	60	60	60	60
19	Leigh – Culcheth – Croft – Winwick – Warrington	60 <sup>1</sup>	60 <sup>2</sup>	60	-	60	-
192	Rixton – Culcheth – Croft – Birchwood	1 service					
193	Birchwood – Croft – Culcheth – Glazebury	4 services					

<sup>1</sup> Additional peak service; <sup>2</sup> Early Evening

4.3.2 Thus these are half-hourly bus services between Culcheth and Warrington (and also Leigh) and hourly services to Birchwood (28/28A) and Winwick (19) albeit with an additional bus service in the peak hours. The 192 and 193 provide additional connections to and from Birchwood.

4.3.3 The closest railway station to the site is at Birchwood, connected by the 28 bus service.

##### Potential Improvements

4.3.4 The size of the site is such that it will support improved bus services, creating a revenue stream and providing enhanced connectivity for the site and existing residents and businesses in Culcheth. If necessary, the development can provide a subsidy to cover any short-fall between additional bus operating costs and the revenues generated along the new/improved routes, the latter from both the dwellings on the site and increased 'background' patronage and revenues.

- 4.3.5 There are several options available which can be developed as the proposals are progressed, housing delivery rates are established, travel patterns are monitored and the position is established more fully regarding external attractions e.g. development at Omega and Parkside. Several options are available:-
- i) Improve the frequency of existing bus services, the 28/28A and/or the 19 – improving services to Warrington, Birchwood and Winwick as well as destinations outside the Borough such as Leigh.
  - ii) Develop a bespoke new bus service from the site and Culcheth to Warrington town centre via Birchwood, with potential connections to Birchwood and/or Padgate railway stations.
  - iii) Develop a new service to Warrington town centre via Parkside and Winwick Quay.
  - iv) New bus service between the site/Culcheth and Omega via Parkside, Winwick Quay and Gemini retail park.
  - v) Combinations of the above e.g. a ‘loop’ service serving Culcheth – Birchwood – town centre – Winwick Quay – Parkside – Culcheth.
- 4.3.6 In practice bus provision will be phased and be responsive to both development completions and actual bus usage, the latter monitored by the bus operator(s) and the Travel Plan Co-ordinator (see 4.4 below). A package of funded bus improvements can be agreed with WBC and Network Warrington.
- 4.3.7 Given the current uncertainty of the allocation of the site and timescales over which development will be phased, then the delivery of specific proposals cannot be identified in detail at this stage. However, it is considered that it will be possible to deliver viable improved bus services bringing benefits to the site and the existing community at Culcheth.
- 4.3.8 It is therefore proposed that, subject to the confirmation of an allocation in the Local Plan, further liaison is undertaken with the Council and Network Warrington with the aim of establishing a framework for the provision of bus services and a mechanism to fund such services.

- 4.3.9 The 'framework' (effectively a service specification) will include details of destinations to be served, operating times (first and last buses by day of the week), service frequencies/headways (again by day of the week and time of the day), size and quality (e.g. age) of the buses to be used along the routes.
- 4.3.10 The 'mechanism' will include details of the costs of such services, how fare revenues will be collected and allocated to the site, how background revenues will be identified and allocated to the services and how any revenues in excess of costs will be apportioned. The mechanism will need to determine (through liaison with the Council and Network Warrington) whether bus services are provided solely by the developer(s) or whether funds are paid by the developer to an appropriate collecting authority who will provide and deliver the bus services. The latter will allow better co-ordination and potentially economies of scale.
- 4.3.11 Further measures to promote bus (and rail) use can be delivered as part of the Travel Plan, see 4.4 below.
- 4.3.12 In conclusion, the size of the site is such that it will support new or enhanced existing bus services ensuring the site is accessible by bus and is sustainable, in line with the NPPF and Local Policy aspirations. Improved bus services will also bring enhanced connectivity for existing residents at Culcheth.

#### 4.4 **Promoting Sustainable Travel Choices**

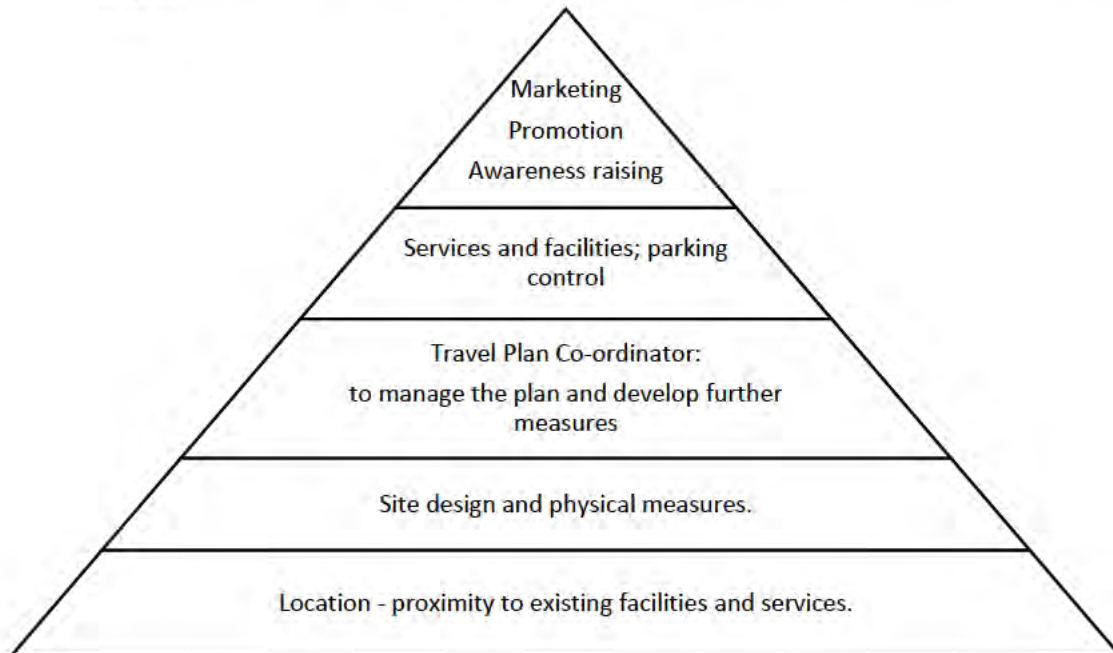
##### Overview

- 4.4.1 As well as the physical measures to promote walking, cycling and public transport set out above in Sections 4.2 and 4.3, 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 Culcheth High School and close to primary schools. There is a range of facilities and services available within Culcheth 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 bus services described above but also a range of other 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 and other users 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 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. The size of the site is such that a comprehensive package of initiatives will be needed to achieve objectives and targets. 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 Physical measures, including new footway/cycleways to connect the site with Culcheth village centre, are considered above. Additional measures 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 on the site towards the local schools 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 local primary schools: 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 New bus services and supporting infrastructure will be delivered using the framework as set out above. Further measures will promote the use of buses including:

- 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 and the following will be delivered on the site to reduce the impacts of travel:

- The proposed development may be of a sufficient size to sustain a viable Car Club. Car clubs provide their members with convenient access to newer, cleaner (low emission) vehicles without the expense of ownership. Car clubs also enable communities to share assets and can improve accessibility and support sustainable travel initiatives.
- Car sharing schemes: 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 (with pedestrian/cycle connections) to the key destinations in the local area are set out in the table below.

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

Use	Name	Distance
	Culcheth Community Primary School	0.4km
	Newchurch Community Primary School	1.5km
	Twiss Green Community Primary School	0.3km
Secondary School	Culcheth High School	0.3km
Health	Culcheth Medical Centre	1.1km
	Well Pharmacy	1.0km
	Culcheth Health Centre	1.3km
	The Village Dental Practice	0.4km
Retail and Leisure	Sainsbury's	1.1km
	Culcheth Post Office 1.1km	1.1km
	Culcheth Library	1.0km
	BP Garage & Convenience Store	0.7km
	Shops in Culcheth	1.0km
	Country park on the site	On-site
	Culcheth Sports Club	1.0km

### Accessibility to Education

- 4.5.3 There are three primary schools within Culcheth, two very close to the site. Twiss Green CPS is located off Twiss Green Lane, only c.300m from the proposed western site access. Culcheth CPS is located off Warrington Road, only c.400m from the proposed eastern site access also off Warrington Road.
- 4.5.4 The site lies adjacent to Culcheth High School with connections available from Warrington Road and Withington Avenue. Pupils from the western part of the site can either walk through the site or along the quiet residential roads between the site and the school such as Wellfield Road and Chatsworth Avenue.

- 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 Culcheth, at Thompson Avenue and Jackson Avenue, both within an easy walk of the site. There is a pharmacy at Lodge Drive and the Village Dental Practice is located off Warrington Road, close to Culcheth CPS.
- 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 The centre of Culcheth, around Lodge Drive/ Common Lane/ Wigshaw Lane/ Warrington Road includes several retail and leisure facilities including Sainsbury's food store, Post Office, library and several other shops as well as cafes and public houses. There is a convenience store at the BP garage on Warrington Road. Culcheth Sports Club, at Charnock Road off Warrington Road, provides a range of sporting and social activities for the community and the play areas and country park on the site will be readily accessible.
- 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 – schools located nearby within a short walk. Therefore significant positive effects likely.
  - ACC2: How accessible is the site to the nearest Secondary School – site adjacent to Culcheth High School. 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 are regular (using WBC’s definition) in the peak hours with potential to improve. Therefore significant positive effects likely.
- ACC4: How accessible is the site to the nearest train station – the nearest station at Birchwood is some distance away albeit it is connected by bus. Therefore significant negative effects likely using WBC’s definition.
- ACC5: What is the overall distance to a GP service or health centre – two GP practices located within walking distance in Culcheth. Therefore significant positive/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: primary schools, the adjacent Culcheth High School, play areas and Country Park on the site, health facilities including doctors, dentist and pharmacy in Culcheth and shops and leisure facilities in Culcheth village centre.

4.5.12 Buses already serve Culcheth and travel along the site’s Warrington Road frontage. The bus strategy will provide enhanced connections to various destinations including Warrington and Birchwood and offer the potential to connect the site to a range of job opportunities as well as Birchwood railway station.

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 site will be delivered in two parts delivering up to 900 dwellings in total.

5.1.2 The site has frontage on to Warrington Road and connections to both Withington Avenue and Twiss Green Lane. It is therefore proposed that access provision will be as follows:

- East of Wellfield Wood - access provided of Warrington Road.
  - additional secondary/emergency access via Withington Avenue.
- West of Wellfield Wood - access via a new connection to Twiss Green Lane
  - Emergency access via a combined pedestrian/cycle/emergency vehicle route from the western side.

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

#### Warrington Road

5.2.1 A single access could serve the site off Warrington Road or sufficient frontage is available such that two accesses could be provided. The preferred option would involve a priority controlled junction(s) with a roundabout being an alternative.

5.2.2 Figure 5.1 (drawing number ITM13246-GA-001) shows that, if necessary, two 'T' junctions with ghost-island right turn lanes could be provided to access the site. The southernmost junction is located c.80m from the site boundary with FP125/Culcheth High School with the northernmost junction located a further 80m to the north-east, c.110m from the bend in Warrington Road.

5.2.3 The right-turn lanes are shown as being 3.5m wide and 35m long, consistent with the speed limit. Two 3.5m running lanes are maintained for the main Warrington Road ahead traffic movements. Visibility is shown based on the posted speed limit and MfS albeit greater visibility is achievable if observed speeds are higher than 30mph, albeit measures could be considered to reduce speeds if necessary.

5.2.4 A widened footway will be provided along the site side of Warrington Road, connecting with existing footways at the extremities of the site frontage.

#### Withington Avenue

5.2.5 Withington Avenue is a typical residential street that serves mainly residential properties including those off Beech Avenue and Clarke Avenue. For the majority of its length it is straight with a width of c.5.5m. It has footways and is street-lit. North of Clarke Avenue, the road becomes 'windy' with a combination of footways provided alongside the carriageway and/or through the adjacent landscaped areas.

5.2.6 Near the access to Culcheth Hall Farm, Withington Avenue provides a potential connection to the site. At this stage it is envisaged that two options are available:-

- i) An emergency vehicle access is provided to the site (combined with a pedestrian/cyclist connection); or
- ii) Access is provided to a small number of residential units with an emergency (+ pedestrian/cycle) link between this part of the site and the main site.

5.2.7 The potential emergency access option is shown on Figure 5.2 (drawing number ITM13246-GA-004). Access to a small residential site would involve widening the road to 4.8m and providing footways or, as an alternative, creating a shared surface street.

#### Twiss Green Lane

5.2.8 Twiss Green Lane provides a potential connection to the western part of the site and connects with Common Lane at two places. It is a typical residential street, generally of c.5.5m width with footways on both sides and with street lighting. As well as serving residential properties, it also provides access to Twiss Green Community Primary School.

- 5.2.9 Peel controls number 76 Twiss Green Lane and this can be used to access the site, with the road network re-configured as shown on Figure 5.3 (drawing number ITM13246-GA-005). A footway would be provided on the southern side of the new access road with a 1m wide verge on the northern side. Visibility splays of 2.4m x 25m are shown, based on MfS and consistent with the 20mph speed limit.
- 5.2.10 Vehicles currently park on-street outside numbers 85 – 97 Twiss Green Lane and these could block the visibility splay from Twiss Green Lane. MfS notes that parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Speeds are expected to be low and vehicles will not be over taking and therefore this is not considered to significantly affect the proposed access.

### Summary

- 5.2.11 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 Warrington Road between Culcheth and Glazebury 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 – Warrington Road**

Peak Hour	Direction		
	Northbound	Southbound	Total
AM Peak Hour	374	989	1,363
PM Peak Hour	882	487	1,369

- 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.10%. These have been used to assess the capacity of the site access junctions on Warrington Road. Development traffic has been derived using the approach set out in Section 6.0.

5.3.3 For the priority junction access off Warrington Road, it has been assumed that the traffic generated by up to 600 dwellings could use the access and the assessment also takes account of traffic generated by the part of the site west of Wellfield Wood.

5.3.4 The results of the capacity assessment of the priority junction site access off Warrington Road are summarised in the table below.

**Table 5.2 Warrington Road Site Access Capacity Assessment Results**

Movement	AM Peak Hour		PM Peak Hour	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access Left Turn	0.18	0	0.05	0
Site Access Right Turn	0.81	4	0.49	1
Warrington Road Right Turn	0.02	0	0.07	0

5.3.5 The assessment results demonstrate that the site access will operate 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; the results are for the peak 'time slice' within the peak hour which may not occur in practice; and traffic exiting the site could use either junction.

5.3.6 Overall it is concluded that the potential priority junction site access off Warrington Road will operate within capacity and satisfactorily.

5.3.7 Withington Avenue will only serve a limited amount of development (or may only be an emergency access) and it is considered its junction with Warrington Road will operate satisfactorily.

5.3.8 Traffic flows on Common Lane (which is used to access Twiss Green Lane) are not available but these are likely to be significantly below those on Warrington Road. The development generated traffic from the western site will also be a fraction of that using the Warrington Road site accesses. It is therefore concluded that the junctions of Twiss Green Lane with Common Lane will operate satisfactorily.

### Conclusions

5.3.9 It is concluded that the site accesses will operate within capacity, confirming that satisfactory access to the land north east of Culcheth 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 North East Culcheth. 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 900 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 North East Culcheth – Trip Generation**

Peak Hour	Direction	Trip Rate (per unit)	No. Trips
AM Peak	Arrival	0.127	114
	Departure	0.377	339
	Total	0.504	453
PM Peak	Arrival	0.309	278
	Departure	0.164	148
	Total	0.473	426

6.2.4 Thus the development could generate up to 430 – 450 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 Culcheth area:-

**Table 6.2 North East Culcheth – Journey Purposes of Car Travel**

Trip Purpose	Proportion of Trips	
	AM Peak Period	PM Peak Period
Work	56%	41%
Employer's business	7%	6%
Education	11%	5%
Shopping	15%	19%
Personal business	5%	7%
Recreation/Social	3%	9%
Visiting friends/relatives	1%	10%
Holiday/day trips	2%	3%

- 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 primary schools or high school nearby; to the facilities and services within Culcheth village. In the AM and PM peak periods, 37% and 53% 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 Culcheth 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 North East Culcheth – Overall Trip Distribution**

Destination/District	Proportion of Trips
Warrington Borough	41%
Salford	8%
Trafford	7%
Manchester	7%
Wigan	9%
Halton	3%
Cheshire West & Chester	2%
Cheshire East	2%
Other	21%
<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 (5%) and Merseyside (9%). The above does not take account of new job opportunities in the area (e.g. at Parkside, Omega).

6.2.10 Trips have been assigned to destinations using the fastest routes based on Google mapping. Account has been taken of the different access points serving parts of the site. The resultant destination points on the road network surrounding the site are as follows:

**Table 6.4 North East Culcheth – Trip Assignment**

Location	Proportion
M62 East via Birchwood Way	12.9%
Glazebrook Lane	16.6%
M62 West via Birchwood Way	5.5%
Birchwood Park Avenue	26.6%
Southworth Lane	13.3%
A579 Winwick Lane	4.3%
B5207 Church Lane	2.3%
A580 West	4.2%
Warrington Road N of A580	3.2%
A580 East	6.8%
Within Culcheth	4.2%
<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. A574 runs through Culcheth, connecting with A580 East Lancs Road to the north of Glazebury and running through Birchwood Park to the south. Holcroft Lane joins A574 at a mini-roundabout close to the site and runs to the south-east towards the A57 at Cadishead. Common Lane runs through Culcheth and joins A574 in the village centre, also at a mini-roundabout. connections to the motorway network are available at Birchwood (M6J11) and north-east of Winwick, via Winwick Lane (M6J22).

6.3.2 Limited traffic flow data is currently available in the area. Peak hour traffic flows on Warrington Road north of the site are given in Table 5.1 above. Daily weekday traffic flows are in the order of 12,500 vehicles two-way. A DfT counter on A574 south of Glaziers Lane gives an AADT flow of c.12,000 vehicles with c.2% HGVs. The DfT counter indicates there has been no significant growth on A574.

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

**“Small amount of peak hour congestion in centre of village. No planned local highways improvements in village.”**

The profile also notes that Culcheth is in close proximity to M6(J22) and M62(J11).

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.

6.3.5 The traffic maps indicate that many roads in and around Culcheth have 'fast' traffic speeds. In the AM peak, the A574 towards Birchwood, including through Culcheth village, is graded orange, as is the southbound route between Glazebury and Holcroft Lane and also parts of the corresponding northbound route. In the PM peak hour, the routes through Culcheth are graded orange as is Warrington Road to Glazebury. Parts of the northbound A574 both south of Glazebury and north of Glazebury towards A580 are graded red.

- 6.3.6 The traffic conditions through Culcheth village partly reflect peak hour traffic movements to and from Birchwood. Analysis of journey to work data indicates that a significant proportion of trips to Birchwood could use A574, with some of these possibly choosing this route as an alternative to the motorway network. The analysis identifies c.12% of workers are likely to use this route and up to 25% in total could use A574 through Culcheth. Improvements to the motorway network (e.g. the smart motorway at M60) including those in the longer term (e.g. North West Quadrant) could reduce traffic flows through Culcheth. Furthermore, many of the trips to Birchwood originate outside the Borough. With a better balancing of local workers and jobs, there is the potential for trips to be reduced along A574.
- 6.3.7 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 A574 between Culcheth and Birchwood. Some of this traffic is destined towards Birchwood itself whilst some joins M62 and some continues towards the remainder of the Warrington urban area.
- 6.3.8 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, traffic management measures in Culcheth and initiatives to reduce traffic flows such as through the provision of sustainable travel modes.
- 6.3.9 Development in any location in the Borough will increase traffic flows on the local road network surrounding it. The site at Culcheth affords significant and many opportunities for local active travel making which will reduce traffic flows. Indications of traffic speeds in and around Culcheth show that traffic conditions could not be categorised as severe and the Council's own conclusion is that there is only a small amount of peak hour congestion.
- 6.3.10 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.

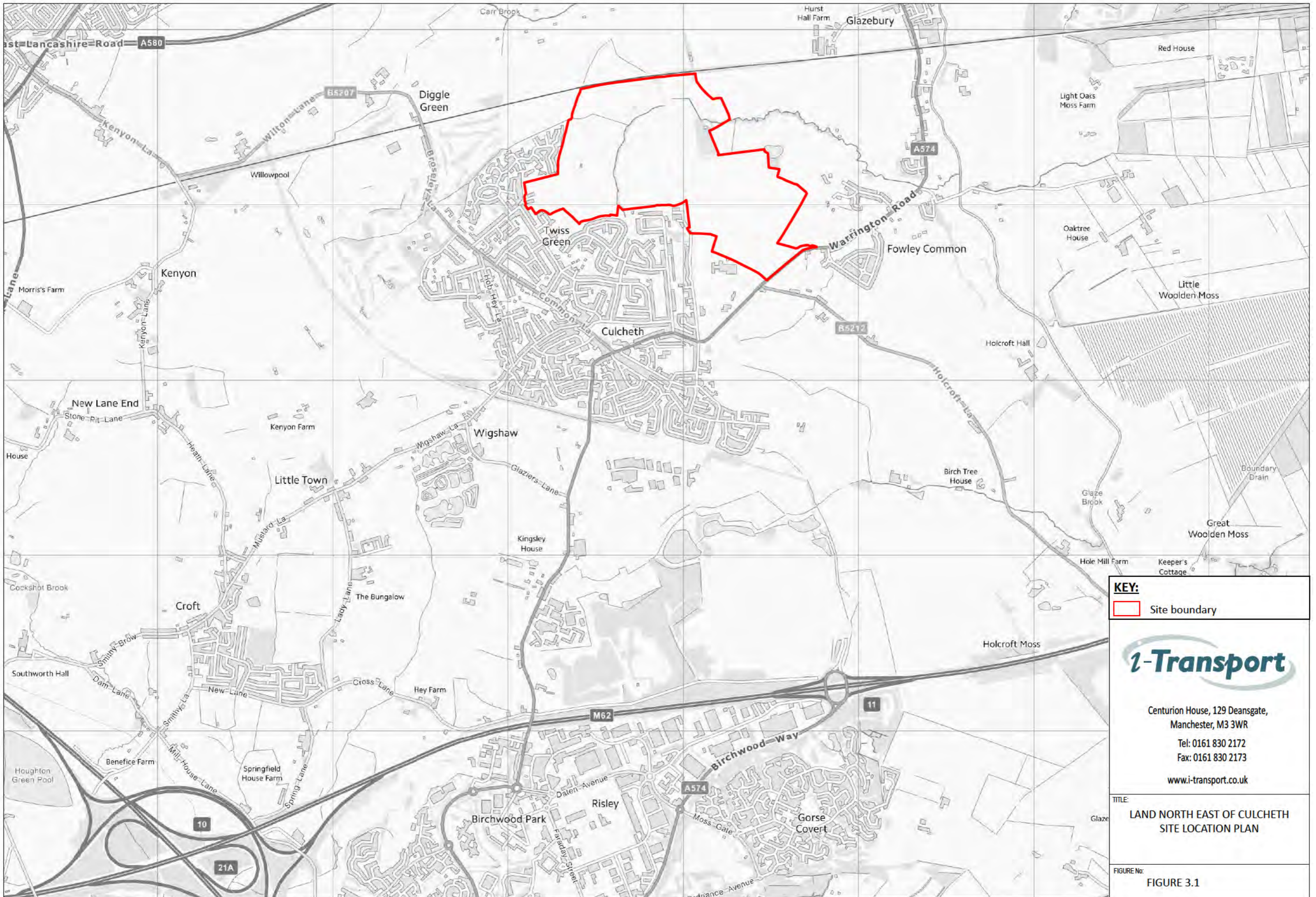
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**SECTION 7 CONCLUSIONS**

- 7.1 This report has considered the transport and highways implications of Peel's land interests north east of Culcheth. These are capable of accommodating a new community, integrated with the existing village, of up to 900 dwellings.
- 7.2 The Council's proposed allocation at Culcheth is for an additional 300 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 Culcheth on transport grounds.
- 7.3 A transport strategy for the site is outlined which will promote sustainable travel modes and provide benefits for both the development and existing residents in Culcheth. The strategy will include improvements to existing PRoW and the delivery of new pedestrian/cycle connections with the size of the site creating a 'critical mass' that will support enhanced bus services. These will be complemented by a Travel Plan.
- 7.4 A range of facilities and services will be available locally within walking and cycling distance of the site. These include: country park on the site; the adjacent Culcheth high school; nearby primary schools and health, shopping and leisure facilities in Culcheth including those at the nearby village centre.
- 7.5 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 four of the five specific accessibility criteria defined by the Council.
- 7.6 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.
- 7.7 Access to the site is proposed in several locations and feasibility level designs have been produced and the capacity of these considered. All will operate satisfactorily. Site access is controlled by Peel and is deliverable and achievable. It is therefore also concluded that satisfactory access can be provided in accordance with the NPPF.

- 7.8 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, traffic management measures in Culcheth and initiatives to reduce traffic flows such as through the provision of sustainable travel modes.
- 7.9 Development in any location in the Borough will increase traffic flows on the local road network surrounding it. The site at Culcheth affords significant and many opportunities for local active travel making which will reduce traffic flows. Indications of traffic speeds in and around Culcheth show that traffic conditions could not be categorised as severe and the Council's own conclusion is that there is only a small amount of peak hour congestion.
- 7.10 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.
- 7.11 Overall, it is therefore concluded that the site at North East Culcheth 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

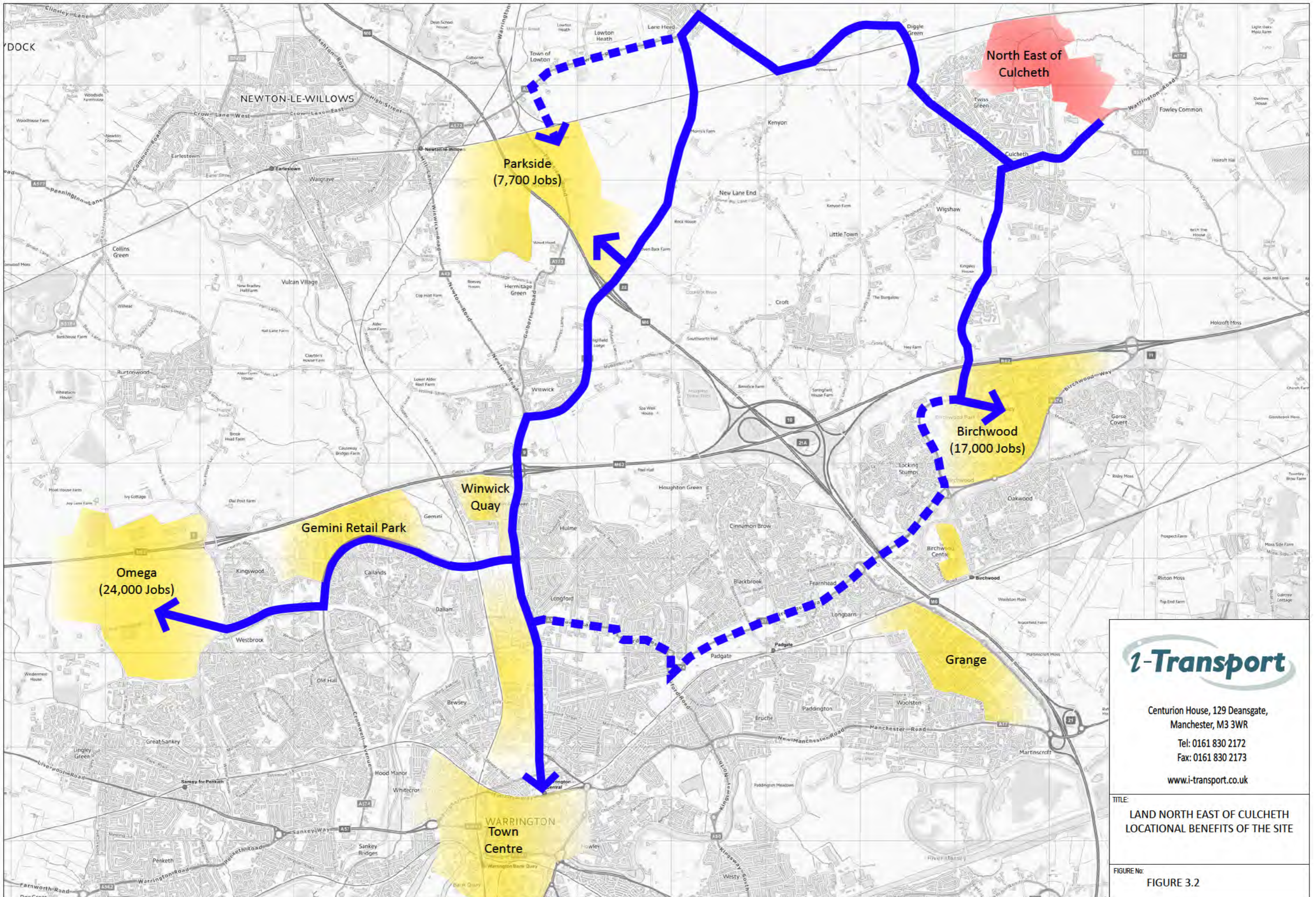


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TITLE:  
**LAND NORTH EAST OF CULCHETH  
 SITE LOCATION PLAN**

FIGURE No:  
**FIGURE 3.1**

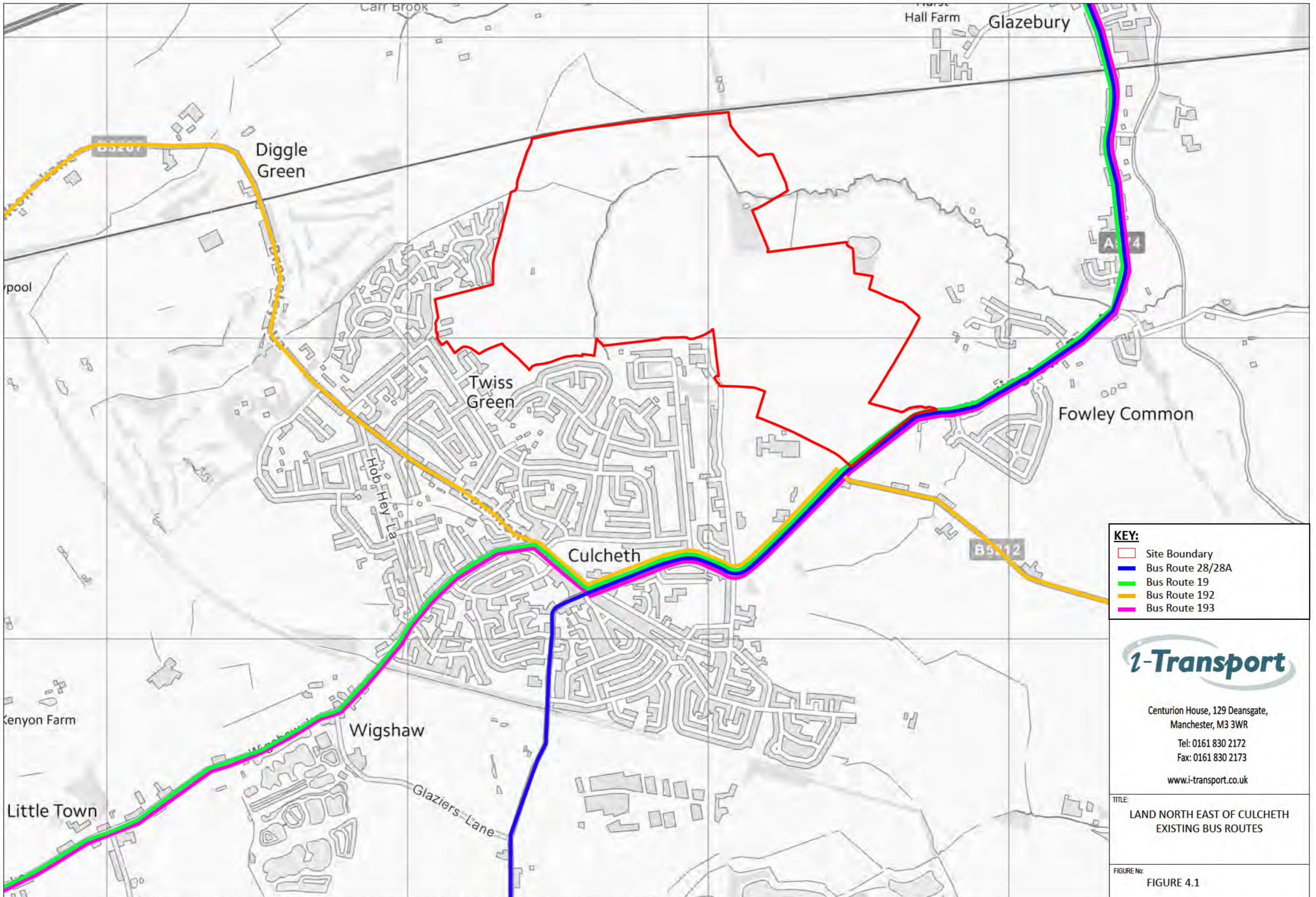




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TITLE:  
 LAND NORTH EAST OF CULCHETH  
 LOCALONAL BENEFITS OF THE SITE

FIGURE No:  
 FIGURE 3.2



**KEY:**

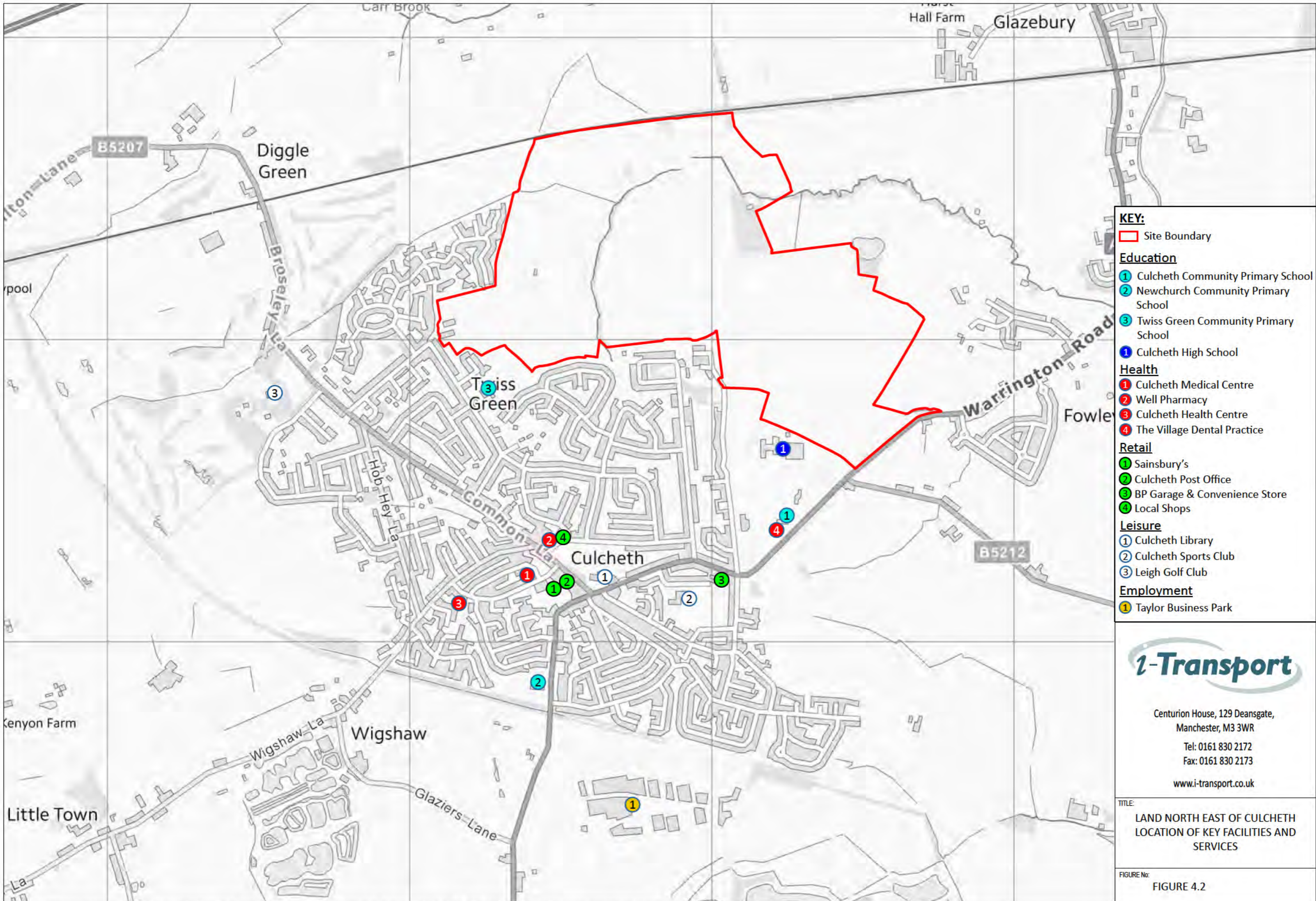
	Site Boundary
	Bus Route 28/28A
	Bus Route 19
	Bus Route 192
	Bus Route 193



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TITLE:  
 LAND NORTH EAST OF CULCHETH  
 EXISTING BUS ROUTES

FIGURE No:  
 FIGURE 4.1



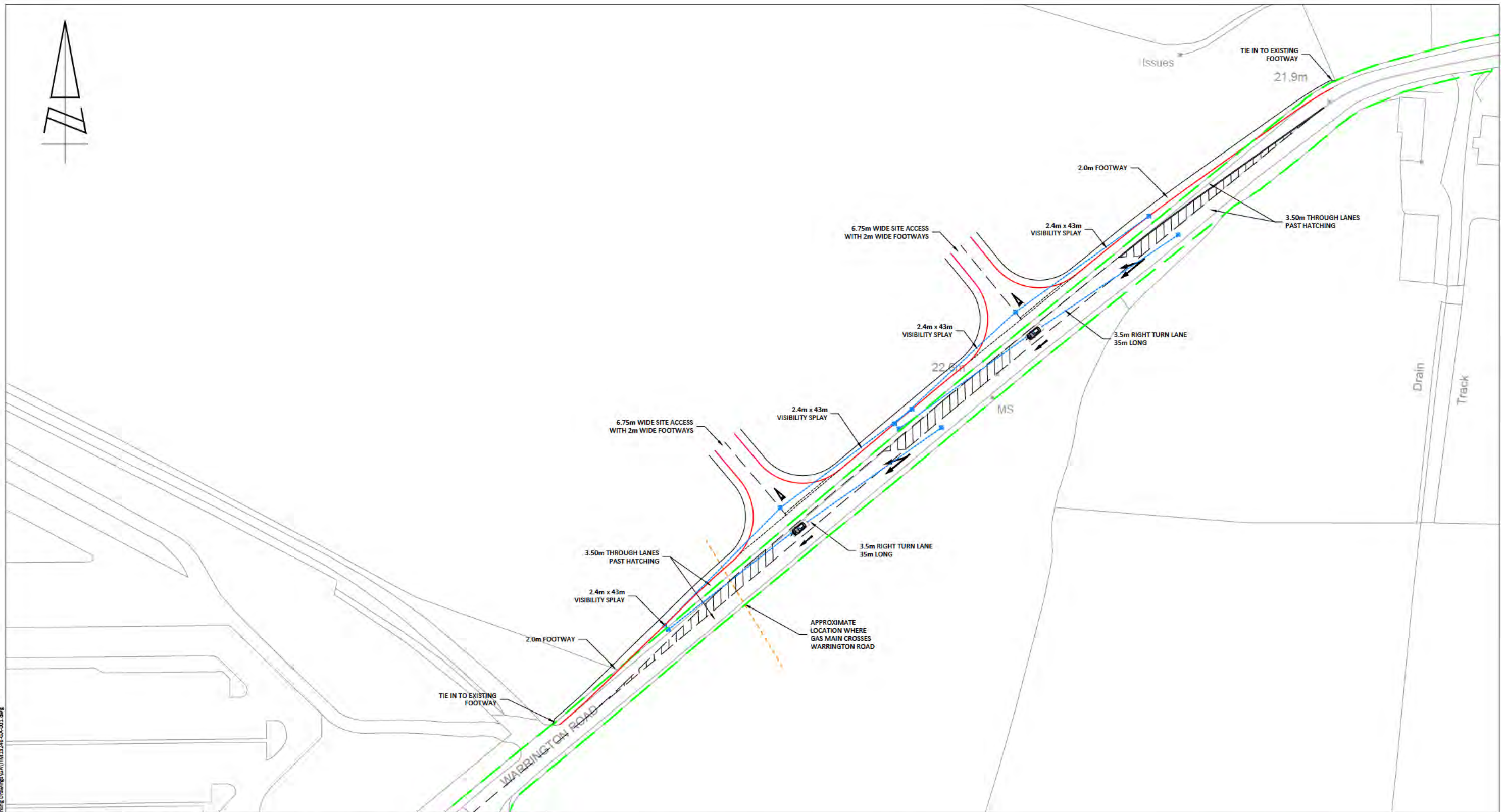
- KEY:**
- Site Boundary
- Education**
- 1 Culcheth Community Primary School
  - 2 Newchurch Community Primary School
  - 3 Twiss Green Community Primary School
  - 1 Culcheth High School
- Health**
- 1 Culcheth Medical Centre
  - 2 Well Pharmacy
  - 3 Culcheth Health Centre
  - 4 The Village Dental Practice
- Retail**
- 1 Sainsbury's
  - 2 Culcheth Post Office
  - 3 BP Garage & Convenience Store
  - 4 Local Shops
- Leisure**
- 1 Culcheth Library
  - 2 Culcheth Sports Club
  - 3 Leigh Golf Club
- Employment**
- 1 Taylor Business Park



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TITLE:  
LAND NORTH EAST OF CULCHETH  
LOCATION OF KEY FACILITIES AND  
SERVICES

FIGURE No:  
FIGURE 4.2



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SCALE BAR @ 1:1000



— — — — — HIGHWAY BOUNDARY



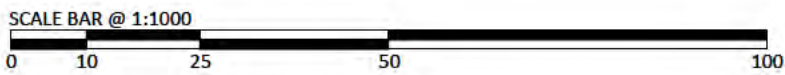
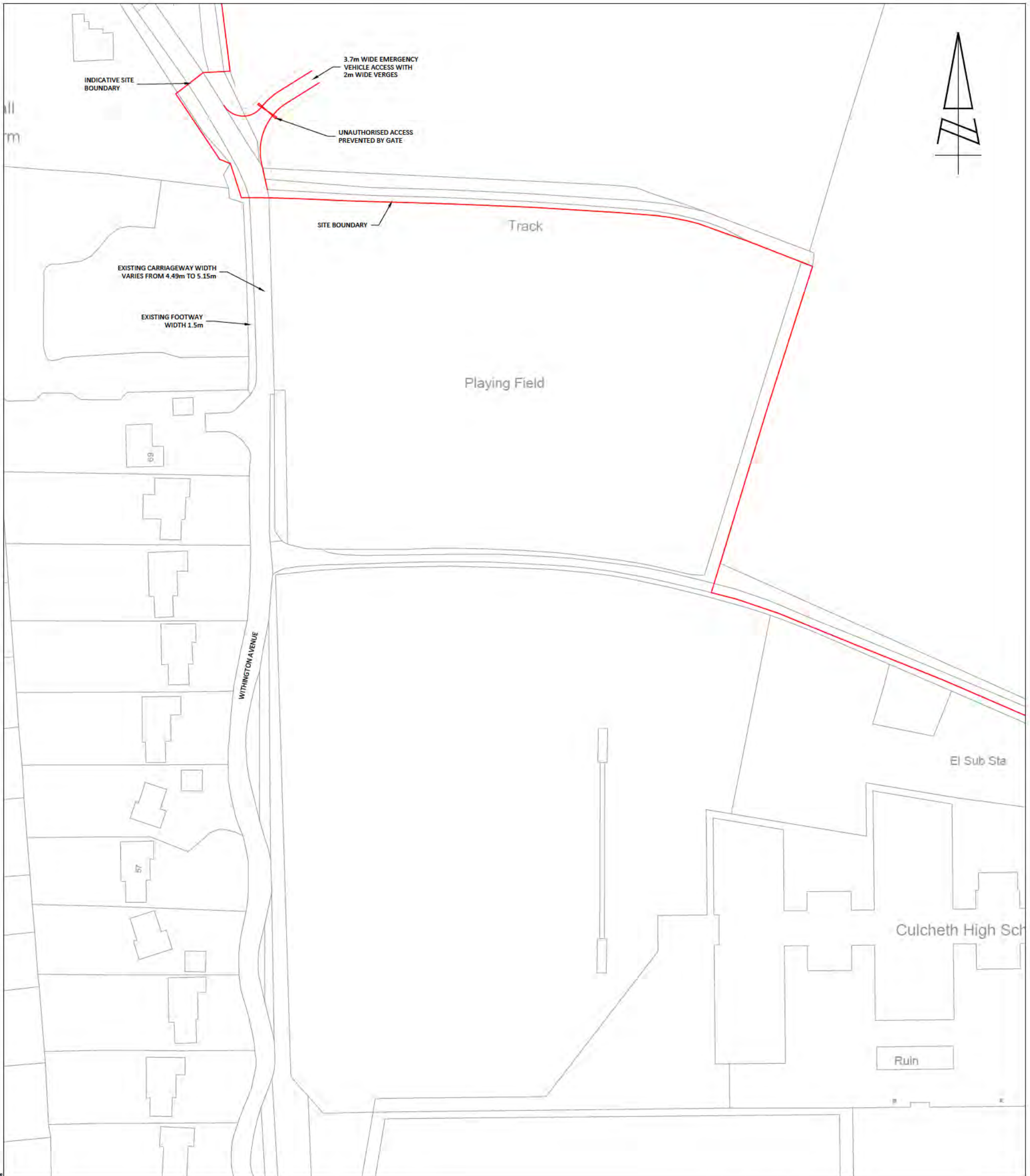
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REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: DRAFT					

TITLE: POTENTIAL SITE ACCESSES FROM WARRINGTON ROAD	
PROJECT: LAND NORTH EAST OF CULCHETH	CLIENT: PEEL INVESTMENTS (NORTH) LIMITED

SCALE @ A3: 1:1000	CHECKED: SEE	APPROVED: SEE
FILE REF: ITM13246-GA-001	DRAWN: PH	DATE: 30.08.2017
DRAWING No: FIGURE 5.1 (ITM13246 - GA - 001)		
PROJECT No: ITM13246		REV: -

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CLIENT:

PEEL INVESTMENTS (NORTH) LIMITED

REV	DATE	BY	DESCRIPTION	CHK	APD

STATUS: **DRAFT**

SCALE @ A3: <b>1:1000</b>	CHECKED: <b>SEE</b>	APPROVED: <b>SEE</b>
FILE REF: <b>ITM13246 - GA - 004</b>	DRAWN: <b>PH</b>	DATE: <b>31.08.2017</b>

DRAWING No: **FIGURE 5.2 (ITM13246 - GA - 004)**

PROJECT No: **ITM13246**      REV: **-**



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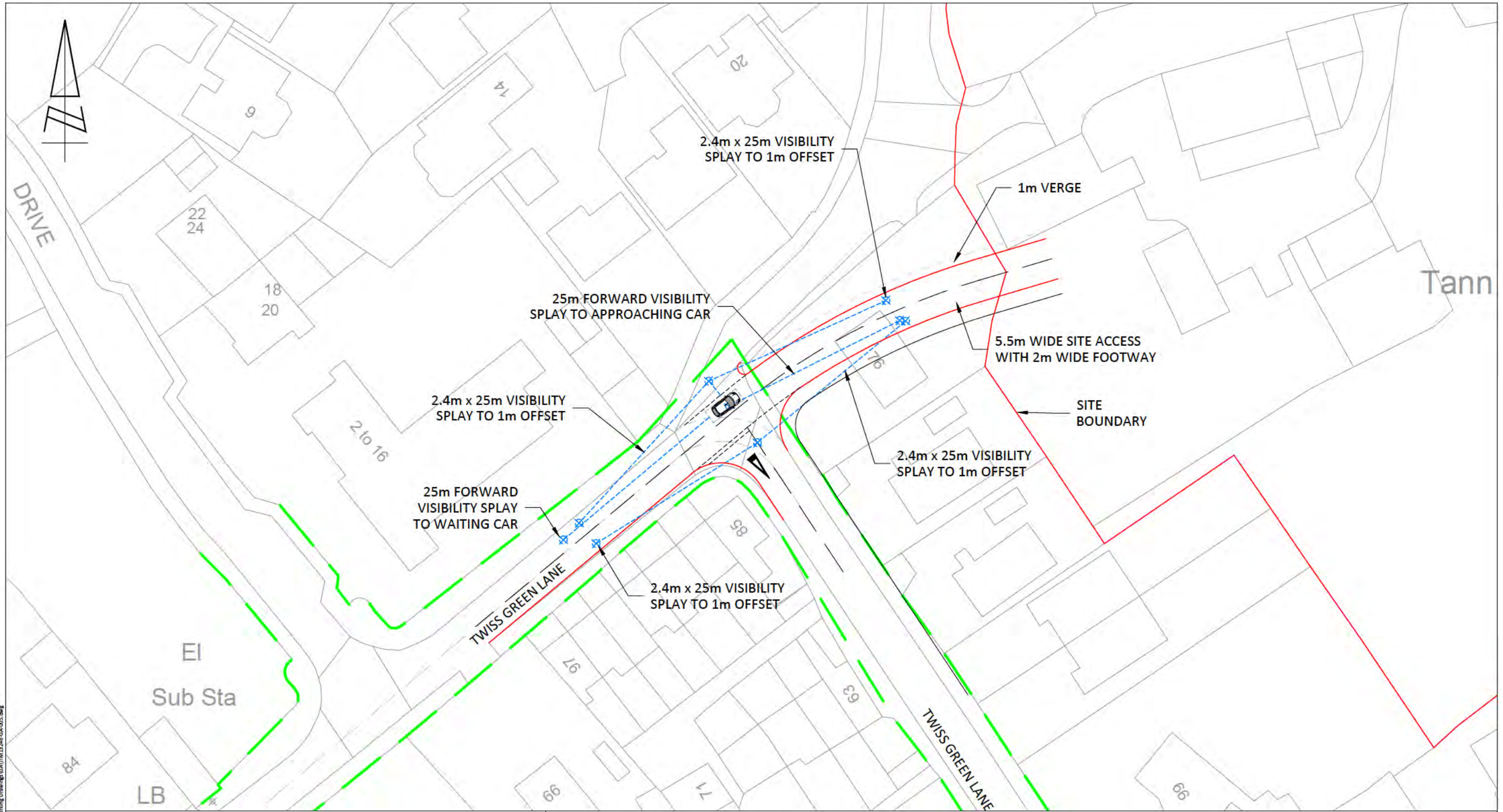
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TITLE:

POTENTIAL EMERGENCY VEHICLE ACCESS FROM  
WITHINGTON AVENUE

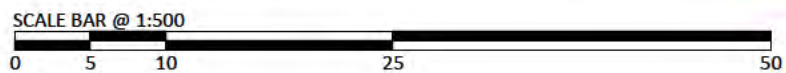
PROJECT:

LAND NORTH EAST OF CULCHETH



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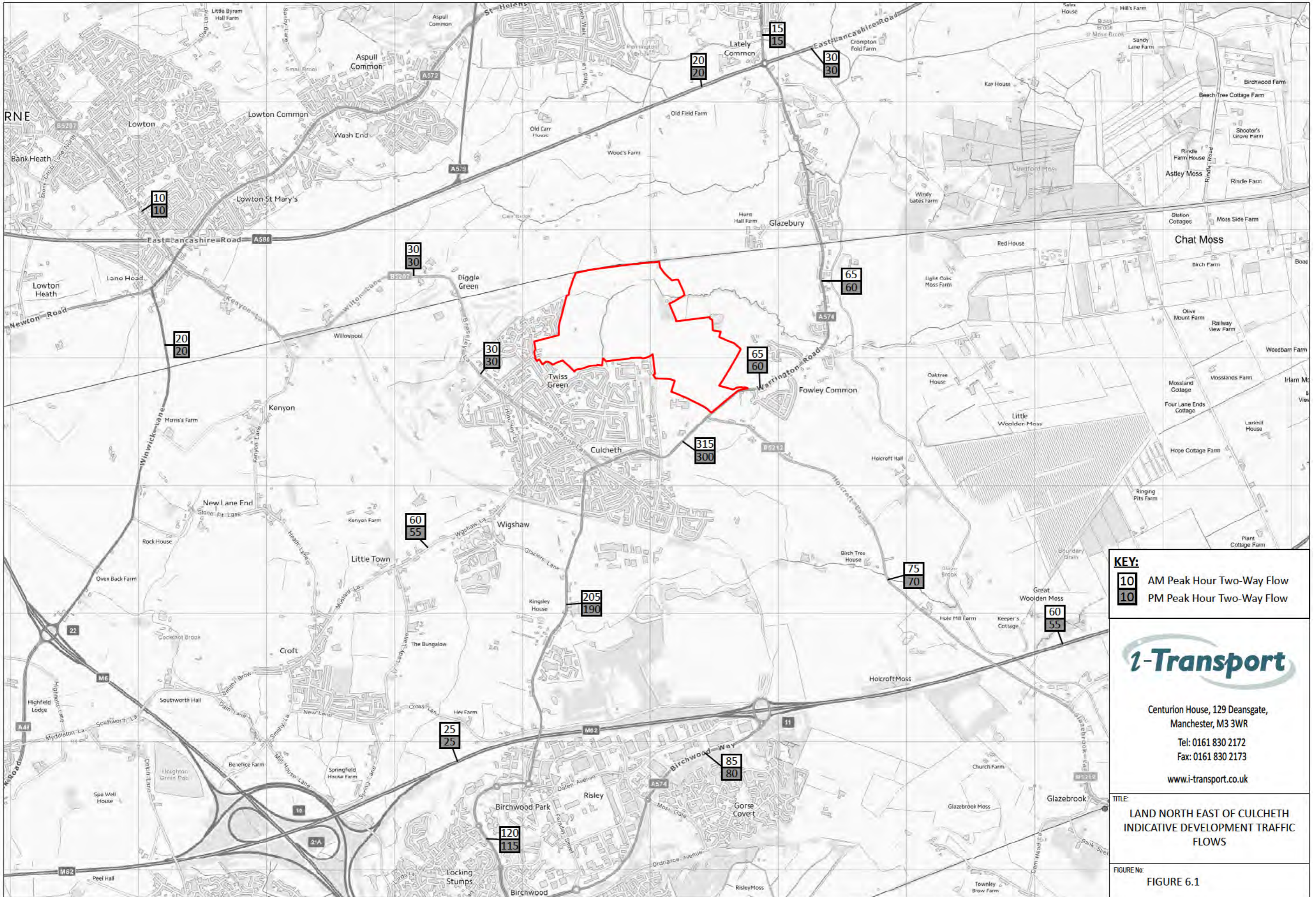
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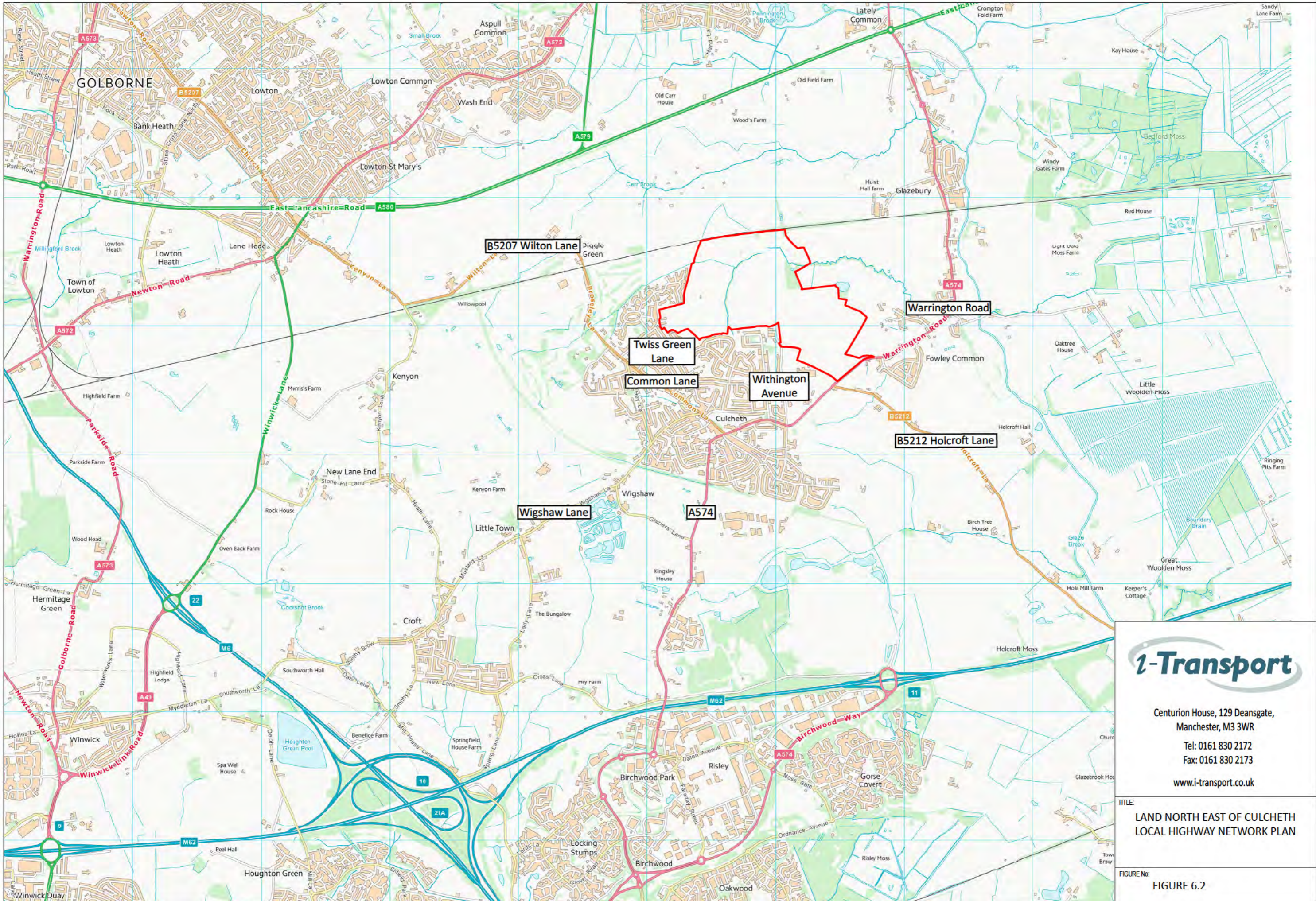
REV	DATE	BY	DESCRIPTION	CHK	APD
STATUS: DRAFT					

TITLE: POTENTIAL SITE ACCESS FROM TWISS GREEN LANE	PROJECT: LAND NORTH EAST OF CULCHETH	CLIENT: PEEL INVESTMENTS (NORTH) LIMITED
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SCALE @ A3: 1:500	CHECKED: SEE	APPROVED: SEE
FILE REF: ITM13246-GA-005	DRAWN: PH	DATE: 31.08.2017
DRAWING No: FIGURE 5.3 (ITM13246 - GA - 005)		
PROJECT No: ITM13246		REV: -

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TITLE:  
LAND NORTH EAST OF CULCHETH  
LOCAL HIGHWAY NETWORK PLAN

FIGURE No:  
FIGURE 6.2



**APPENDIX A**

**Warrington Cycle Map**

# Warrington Cycle Map

Warrington and the surrounding area



Issue 6

WARRINGTON Borough Council

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.

WARRINGTON Borough Council

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

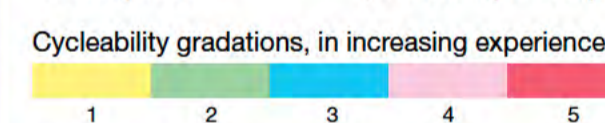
Cartography © Sustrans FourPoint Mapping for Warrington Borough Council  
www.sustrans.org.uk

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



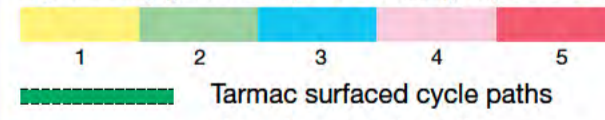
The road network shown on the map is graded according to the degree of skill and experience needed to cycle each route. If you are a beginner or haven't cycled for some time, you should build up your confidence and basic skills on the yellow roads where traffic is lighter and speeds are low.

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.

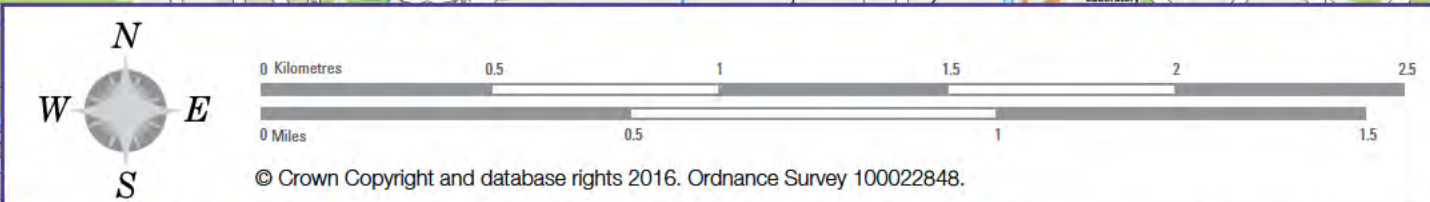
Pavement cycle paths, in particular, still require caution and low speed, especially at junctions. Wherever paths are shared with pedestrians, please be considerate; make sure that others are aware of you, and pass slowly leaving as much room as possible. In all cases of shared and segregated pavement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

## Key

Cycleability gradations, in increasing experience



- 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  
2 yourLiveWire 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**

**Key:**

- 1 Great Sankey to Hospital (Warrington Waters)
- 2 Woolston to Town Centre (Warrington Waters)
- 3 Woolston to Birchwood
- 5 Appleton Thorn to Town Centre (Warrington Waters)
- 8 Latchford to Westy
- 11 White Hall to Town Centre
- B2S Birchwood to Sankey Way
- SW Sankey Way
- TPT 62 Trans Pennine Trail

**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 cycles 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**

- TPT 62
- B2

**Other symbols:**

- Railway station
- Bus interchange
- Schools
- Colleges
- Hospital
- Place of worship
- Library
- Supermarket
- Post office
- Cycle parking
- Bridge
- Pedestrian crossing
- Toucan crossing

**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.

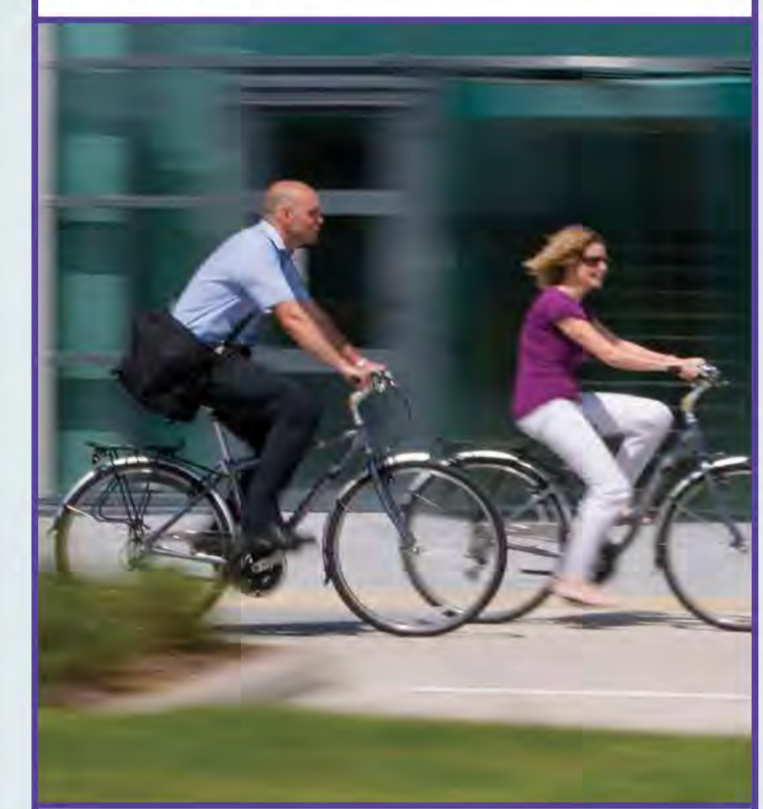


**Cycling is enjoyable**

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.

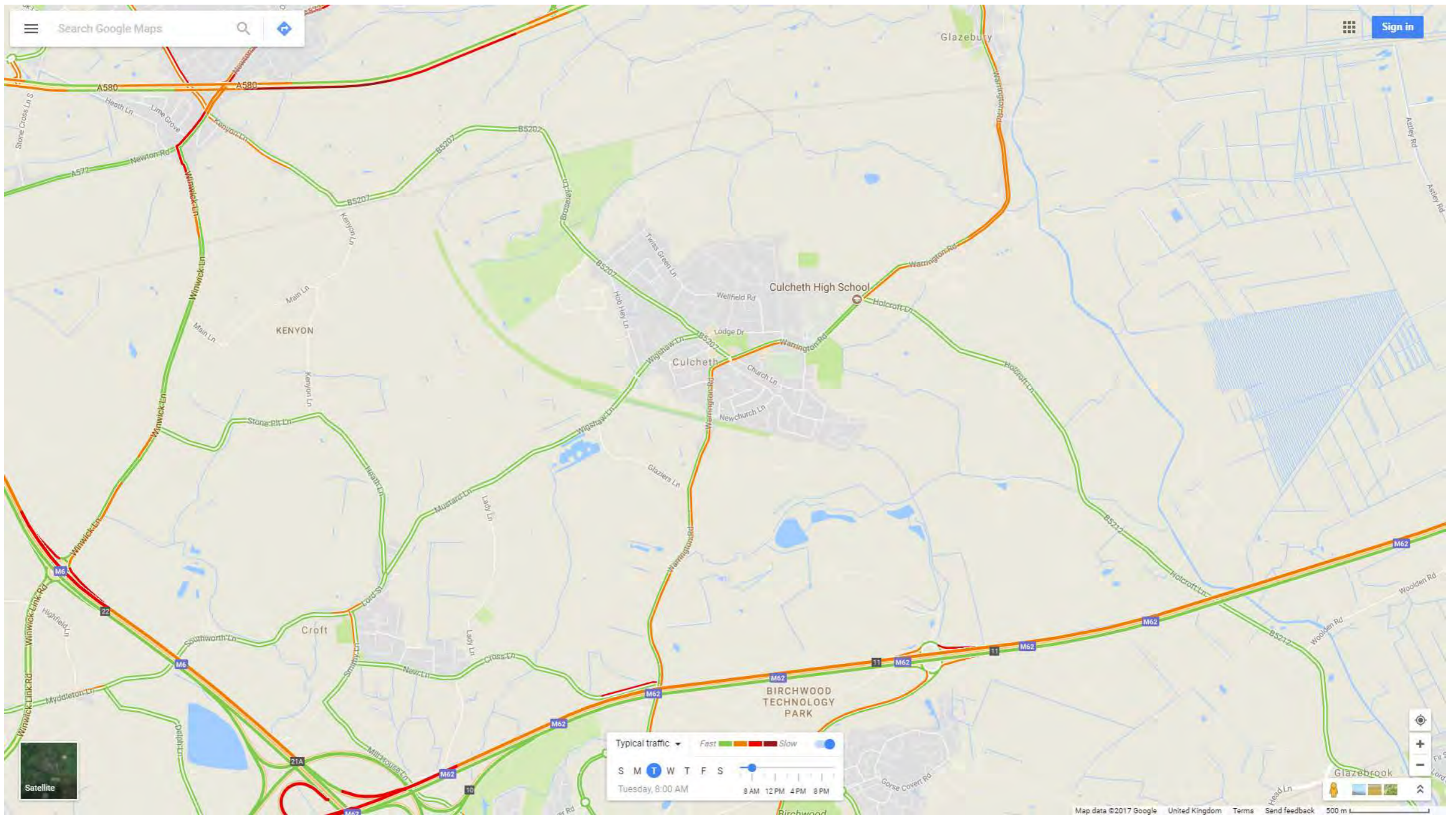
Hiring a bike is simple, once you've registered online, bikes can be reserved online or by text message. You can keep the bike for as long as you like, from hours to weeks at a time, and return it to any of the docks.

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

**APPENDIX B**

**Google Traffic Maps**

Culcheth – AM Peak (08:00)







*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  
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4 Lombard Street  
London  
EC3V 9HD  
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Park House  
Park Square West  
Leeds LS1 2PW  
*T* 0113 357 1360  
*F* 0113 357 1361



THE  
ENVIRONMENT  
PARTNERSHIP

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# LAND NORTH EAST OF CULCHETH WARRINGTON ECOLOGICAL APPRAISAL

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CONTENTS	PAGE
1.0 Overview .....	1
2.0 Areas of Constraint.....	5
3.0 Opportunities.....	7

## APPENDICES

- APPENDIX A: Target Notes
- APPENDIX B: Desktop Study

## DRAWINGS

- G6296.03.001 Phase 1 Habitat Plan
- G6296.03.002 - 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 land north east of Culcheth.

### Introduction

- 1.2 TEP was commissioned by Peel Holdings (Land and Property) Ltd in August 2017 to provide an ecological representation for land to the north east of Culcheth (96ha), outlining potential ecological constraints and opportunities in relation to developing the site for housing.
- 1.3 The site is currently allocated as Green Belt within the Warrington Unitary Development Plan (June 2005). 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 is located within the drawings section at the end of this report 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 G6612.03.002 Ecological Constraints Plan.
- 1.5 If the site is brought out of the greenbelt and taken forward for development a full Ecological Assessment report will be produced.

### Desktop and Background Study

- 1.6 Natural England data sets have been consulted for protected sites within 10km. The results of this are presented in Table 1 below and full detail is given in Appendix B.

*Table 1 - Protected site name, location and designations*

Site Name	Location	Designation
Borsdane Wood	9.2km N	LNR
Cunningham Clough Brook	8km N	LNR
Eatock Lodge	7.7km N	LNR
Hall Lee Bank Park	8.5km N	LNR
Low Hall Park	7.8km NW	LNR
Rixton Clay Pits	5km SE	LNR, SSSI Special Area of Conservation (SAC)

Site Name	Location	Designation
Paddington Meadows	7.5km SW	LNR
Hall Lee Brook	8.5km N	LNR
Worsley Woods	9.6km NE	LNR
Pretoria Pit	7.8km N	LNR
Three Sisters	8km NW	LNR
Pennington Flash	2km NW	LNR
The Wigan Flashes	9.5km NW	LNR
Risley Moss	3.5km S	LNR Site of Special Scientific Interest (SSSI)
Brookheys Covert	9.1km SW	SSSI
Highfield Moss	3.5km W	SSSI
Woolston Eyes	7km S	SSSI
Bryn Marsh and Ince Moss	8km NW	SSSI
Abram Flashes	4.5km NW	SSSI
Astley and Bedford Mosses	2.8km NE	SSSI
Holcroft Moss SSSI	3km SE	SSSI
Manchester Mosses	2.8km NE	SAC

- 1.7 Desktop data has been provided by the local records centre (rECOrd) covering the development site and a 1km buffer with the exception of a small strip 900m north west of site which falls outside rECOrd's boundary. Given the small area excluded, which lies beyond areas of residential development, this is not considered to be a constraint to the validity of desktop records.
- 1.8 Impacts on nationally and internationally sites will require careful consideration at the detailed design stage to prevent or mitigate for any impacts.
- 1.9 The site falls within a Natural England SSSI Impact Risk Zone. Residential developments are not listed in the SSSI impact risk categories, therefore, consultation with Natural England is not required at this stage.

- 1.10 Two Local Wildlife Sites (LWS) were identified in the desktop data provided by rECOrd. The first of these is Hitchfield Wood LWS which is located in the north east of site. The current masterplan shows this area is to be retained and buffered from development through the inclusion of a green corridor and new country park to the north. No works should take place within a 15m buffer of this LWS for development or creation of built features within the country park.
- 1.11 The second LWS is Eleven Acre Common LWS located 800m south west of the proposed development site. This LWS is separated from the development site by the village of Culcheth, including dense areas of housing and associated major and minor roads. No access will be required through or adjacent to the LWS, therefore no negative impacts are predicted.
- 1.12 Records of protected species were returned in the desktop records including bird species listed under Schedule 1 of the Wildlife and Countryside Act 1981 (as amended), Section 41 of the NERC Act 2006, the Local Biodiversity Action Plan (LBAP) and Birds of Conservation Concern (BoCC). Other protected species identified within 1km include brown hare, bats and hedgehog.
- 1.13 A number of protected species records were returned within the site boundary including grey partridge and lapwing.
- 1.14 Full results of the desktop survey, including maps of designated sites, are found in Appendix B.

### Site Description

- 1.15 The site is dominated by large arable fields with sections of hedgerows around the boundaries, predominantly dominated by hawthorn *Crataegus monogyna*. The hedgerows which consist of native woody species classify as S41 priority habitat. In the north and east of the site are blocks of continuous tall ruderal vegetation dominated by ragwort *Senecio jacobaea*, with abundant creeping thistle *Cirsium arvense*.
- 1.16 Small patches of semi-natural broadleaved woodland are present around the site periphery. A long narrow woodland corridor known as Wellfield Wood runs north to south through the centre of site. Most woodland blocks are dominated by English oak *Quercus robur*, with the exception of a small woodland block at TN8 within the north west of the site which contains abundant horse chestnut *Aesculus hippocastanum*. A larger woodland block, Hitchfield Wood, is present in the north of site which contains abundant English oak and Beech *Fagus sylvatica*. These semi-natural woodland blocks classify as S41 habitat of principal importance.
- 1.17 Directly adjacent to Hitchfield Wood in the north of the site, is a small patch of marshy grassland. A wet ditch runs north to south through the centre of site associated with Wellfield Wood and there are two ponds within the site boundary. The pond within the site may classify as S41 habitat of principal importance.
- 1.18 To the south of site is a set aside field (TN10) which is dominated by modified neutral grassland. The grassland contains abundant cock's foot *Dactylis glomerata*, common couch *Elytrigia repens* and Yorkshire fog *Holcus lanatus*.

- 1.19 The invasive species Himalayan balsam *Impatiens glandulifera* listed on Schedule 9 of the Wildlife and Countryside Act (1981, as amended) was recorded in a number of locations as shown on Drawing G6612.03.001.

## 2.0 Areas of Constraint

### High Constraint

2.1 The following features comprise a high ecological constraint to development:

- Semi-natural broadleaved woodland;
- Ponds; and
- Drainage ditch.

2.2 These areas act as wildlife corridors and provide important wildlife habitat for a range of species. Under current proposals the areas of high ecological constraint will be retained in the masterplan and protected by habitat buffers. It is recommended that the buffers extend at least 10m from these features of high ecological value. 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

2.3 Medium ecological constraints to development include the hedgerows, which are Section 41 habitats. The dense scrub and scattered mature trees around the site, while not priority habitats, form valuable foraging and habitat linkages across the site and a number also offer suitable roosting habitat for bats.

2.4 If these areas of ecological value 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

2.5 The area identified as being of low ecological constraint consists of either arable crop or modified neutral grassland, which offers little opportunity to local wildlife.

### Protected and Priority Fauna

2.6 Constraints relating to protected and Section 41 species are considered in Table 2. Only areas currently in use as arable crop are to be lost during development. All other habitat will be suitably protected throughout development.

Table 2. Summary of constraints related to Fauna

Fauna Group/ Species (Protected <sup>1</sup> )	Constraint	Details
Amphibians	Yes	There is two ponds on site and approximately a further 20 within 500m identified on OS mapping. Great crested newts and common toad, although not recorded within the desktop records could use these features. Full amphibian surveys will therefore be required
Reptiles	No	The site contains only limited habitat for reptiles and it is considered unlikely that reptiles are present on site. No desktop records were returned within 1km and therefore, there are no implications for the development with regard to reptiles.
Birds	Yes	The habitats across the site provide 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 and adjacent to the site. Breeding and wintering bird surveys will be required to inform a planning application.
Bats	Yes	A number of the scattered trees have potential for roosting bats. The network of habitats provide foraging and commuting opportunities for bat species. Pipistrelle bats have been recorded within 1km of the site boundary. Bat roost and activity surveys will be required to inform a planning application.  Two farms are included within the site boundaries and would offer potential roosting habitat to local bats. Detailed roost assessments of the buildings within the farm complexes will be required.
Badger	Yes	No evidence of badger was found within the habitats surveyed, however there is suitable habitat within the red line boundary to support this species and holes were identified 50m from the boundary of a size and shape to be badger. Further survey for this species would be required to inform a planning application.
Water vole	Yes	The ditch which runs through the centre of site has potential to support water vole. Further survey for water vole would be required to inform a planning application should development come within 10m of the brook.
Otter	Yes	There is no habitat on site suitable to support otter and no issues predicted with regard to this species.
Invertebrates	No	The site lacks significant populations of important invertebrate food plants and as such is unlikely to support a significant population.
Brown Hare	Yes	Records of brown hare were returned within the wider area. Suitable habitat for brown hare is present on site. There will be habitat losses as a result of the proposals, as brown hare make use of a mosaic of habitats including grassland and arable land. Leaving grassland tall in buffer zones and retaining hedgerows will maintain some value on site for brown hare.
Hedgehog	No	The site boundaries offer foraging and commuting opportunities to hedgehog. As these are to be retained during development no significant effect on hedgehog habitat will be incurred.

<sup>1</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.



## 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>2</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 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. A new country park is also to be created at the northern edge of site.
- 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 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 site boundaries and along wellfield wood. These corridors can be maintained and enhanced to further provide opportunities to both wildlife and the local community.

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<sup>2</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 which currently dominates the understorey, excluding native vegetation.

## **APPENDIX A: Target Notes**

## Target Note 1

A small area of modified neutral grassland.

<i>Arrhenatherum elatius</i>	False Oat-grass	A
<i>Holcus lanatus</i>	Yorkshire-fog	A
<i>Cirsium arvense</i>	Creeping Thistle	F
<i>Dactylis glomerata</i>	Cock's-foot	F
<i>Heracleum sphondylium</i>	Hogweed	F
<i>Lolium perenne</i>	Perennial Ryegrass	F
<i>Plantago lanceolata</i>	Ribwort Plantain	F
<i>Rubus fruticosus</i> agg.	Bramble	F
<i>Urtica dioica</i>	Nettle	F
<i>Anthriscus sylvestris</i>	Cow Parsley	O
<i>Chamerion angustifolium</i>	Rosebay Willowherb	O
<i>Epilobium hirsutum</i>	Great Willowherb	O
<i>Equisetum arvense</i>	Field Horsetail	O
<i>Galium aparine</i>	Cleavers	O
<i>Rumex obtusifolius</i>	Broad-leaved Dock	O
<i>Senecio jacobaea</i>	Common Ragwort	O
<i>Taraxacum officinale</i> agg.	Dandelion	O
<i>Agrostis stolonifera</i>	Creeping Bent	R
<i>Corylus avellana</i>	Hazel	R
<i>Plantago major</i>	Greater Plantain	R

## Target 2

An area of broadleaved woodland in the east of site

<i>Holcus lanatus</i>	Yorkshire-fog	D
<i>Hedera helix</i>	Ivy	A
<i>Quercus robur</i>	English Oak	A
<i>Corylus avellana</i>	Hazel	F
<i>Urtica dioica</i>	Nettle	F
<i>Rubus fruticosus</i> agg.	Bramble	O
<i>Pinus sylvestris</i>	Scots Pine	R

## Target Note 3

A mature English oak with moderate potential to support roosting bats.

## Target Note 4

This is a mature broadleaved woodland with areas of standing water and hollows which may hold water during wet periods. The woodland in general is wet throughout. The woodland is dominated by oak and beech with a poor understory and ground flora. There is evidence of disturbance from dog walkers and some previous management of the ditch and drain system.

<i>Fagus sylvatica</i>	Beech	D
<i>Quercus robur</i>	English Oak	D
<i>Holcus lanatus</i>	Yorkshire-fog	A
<i>Rubus fruticosus</i> agg.	Bramble	A
<i>Silene dioica</i>	Red Campion	A
<i>Acer pseudoplatanus</i>	Sycamore	F
<i>Dactylis glomerata</i>	Cock's-foot	F
<i>Geranium robertianum</i>	Herb-Robert	F
<i>Impatiens glandulifera</i>	Himalayan Balsam	F
<i>Aesculus hippocastanum</i>	Horse-chestnut	O
<i>Anthriscus sylvestris</i>	Cow Parsley	O
<i>Crataegus monogyna</i>	Hawthorn	O
<i>Dryopteris dilatata</i>	Broad Buckler-fern	O
<i>Ilex aquifolium</i>	Holly	O
<i>Poa nemoralis</i>	Wood Meadow-grass	O
<i>Rosa canina</i> agg.	Dog Rose	O
<i>Salix species</i>	Willow species	O
<i>Sorbus aucuparia</i>	Rowan	O
<i>Rumex sanguineus</i>	Wood Dock	R

## Target Note 5

This area is a former arable field that has gone rank due to lack of management and is dominated by tall ruderal species.

<i>Senecio jacobaea</i>	Common Ragwort	D
<i>Taraxacum officinale</i> agg.	Dandelion	D
<i>Cirsium arvense</i>	Creeping Thistle	A
<i>Arrhenatherum elatius</i>	False Oat-grass	F
<i>Epilobium hirsutum</i>	Great Willowherb	F
<i>Epilobium montanum</i>	Broad-leaved Willowherb	F
<i>Holcus lanatus</i>	Yorkshire-fog	F
<i>Ranunculus repens</i>	Creeping Buttercup	F
<i>Rumex obtusifolius</i>	Broad-leaved Dock	F
<i>Chamerion angustifolium</i>	Rosebay Willowherb	O
<i>Dactylis glomerata</i>	Cock's-foot	O
<i>Plantago major</i>	Greater Plantain	O
<i>Poa annua</i>	Annual Meadow-grass	O
<i>Trifolium repens</i>	White Clover	O
<i>Dipsacus fullonum</i>	Teasel	R
<i>Juncus effusus</i>	Soft Rush	R
<i>Juncus inflexus</i>	Hard Rush	R
<i>Lolium perenne</i>	Perennial Ryegrass	R
<i>Rosa canina</i> agg.	Dog Rose	R

### Target Note 6

This is another field which has been left unmanaged and become dominated by tall ruderal vegetation.

<i>Rumex obtusifolius</i>	Broad-leaved Dock	D
<i>Cirsium arvense</i>	Creeping Thistle	A
<i>Ranunculus repens</i>	Creeping Buttercup	A
<i>Chamerion angustifolium</i>	Rosebay Willowherb	F
<i>Cirsium vulgare</i>	Spear Thistle	F
<i>Epilobium hirsutum</i>	Great Willowherb	F
<i>Senecio jacobaea</i>	Common Ragwort	F
<i>Trifolium pratense</i>	Red Clover	F
<i>Urtica dioica</i>	Nettle	F
<i>Plantago major</i>	Greater Plantain	O
<i>Rubus fruticosus</i> agg.	Bramble	O
<i>Taraxacum officinale</i> agg.	Dandelion	O

### Target Note 7

A field of recently cut species poor semi improved grassland.

<i>Plantago major</i>	Greater Plantain	A
<i>Ranunculus acris</i>	Meadow Buttercup	A
<i>Cirsium arvense</i>	Creeping Thistle	F
<i>Dactylis glomerata</i>	Cock's-foot	F
<i>Holcus lanatus</i>	Yorkshire-fog	F
<i>Plantago lanceolata</i>	Ribwort Plantain	F
<i>Ranunculus repens</i>	Creeping Buttercup	F
<i>Trifolium pratense</i>	Red Clover	F
<i>Lolium perenne</i>	Perennial Ryegrass	O
<i>Rumex obtusifolius</i>	Broad-leaved Dock	O
<i>Festuca rubra</i>	Red Fescue	R

### Target Note 8

A small isolated woodland parcel with mature trees. It contains a poor understory and ground flora.

<i>Acer pseudoplatanus</i>	Sycamore	A
<i>Aesculus hippocastanum</i>	Horse-chestnut	A
<i>Galium aparine</i>	Cleavers	A
<i>Hedera helix</i>	Ivy	A
<i>Urtica dioica</i>	Nettle	A
<i>Salix species</i>	Willow species	F
<i>Quercus robur</i>	English Oak	O
<i>Alnus glutinosa</i>	Alder	R
<i>Impatiens glandulifera</i>	Himalayan Balsam	R
<i>Sambucus nigra</i>	Elder	R

## Target Note 9

A woodland strip dominated by oak with poor groundflora. It lies adjacent to the arable land with a wet ditch which meanders along the edge. There is signs of disturbance from dog walkers.

<i>Quercus robur</i>	English Oak	D
<i>Holcus lanatus</i>	Yorkshire-fog	A
<i>Acer pseudoplatanus</i>	Sycamore	F
<i>Carex pendula</i>	Pendulous Sedge	F
<i>Crataegus monogyna</i>	Hawthorn	F
<i>Fagus sylvatica</i>	Beech	F
<i>Fraxinus excelsior</i>	Ash	F
<i>Hedera helix</i>	Ivy	F
<i>Impatiens glandulifera</i>	Himalayan Balsam	F
<i>Rubus fruticosus agg.</i>	Bramble	F
<i>Rumex obtusifolius</i>	Broad-leaved Dock	F
<i>Acer campestre</i>	Field Maple	O
<i>Alnus glutinosa</i>	Alder	O
<i>Dryopteris dilatata</i>	Broad Buckler-fern	O
<i>Ilex aquifolium</i>	Holly	O
<i>Silene dioica</i>	Red Campion	O
<i>Galium aparine</i>	Cleavers	R
<i>Tilia x europaea</i>	Common Lime	R
<i>Ulmus glabra</i>	Wych Elm	R

## Target Note 10

A set aside field of modified neutral grassland

<i>Dactylis glomerata</i>	Cock's-foot	A
<i>Elytrigia repens</i>	Common Couch	A
<i>Holcus lanatus</i>	Yorkshire-fog	A
<i>Cirsium arvense</i>	Creeping Thistle	F
<i>Lotus corniculatus</i>	Bird's-foot Trefoil	F
<i>Ranunculus repens</i>	Creeping Buttercup	F
<i>Heracleum sphondylium</i>	Hogweed	O
<i>Lolium perenne</i>	Perennial Ryegrass	O
<i>Poa trivialis</i>	Rough Meadow-grass	O

## Target Note 11

An unmanaged woodland parcel bordering the site.

<i>Quercus robur</i>	English Oak	D
<i>Hedera helix</i>	Ivy	A
<i>Lonicera periclymenum</i>	Honeysuckle	A
<i>Rubus fruticosus agg.</i>	Bramble	A
<i>Urtica dioica</i>	Nettle	A
<i>Acer pseudoplatanus</i>	Sycamore	O
<i>Arrhenatherum elatius</i>	False Oat-grass	O
<i>Chamerion angustifolium</i>	Rosebay Willowherb	O
<i>Crataegus monogyna</i>	Hawthorn	O
<i>Fraxinus excelsior</i>	Ash	O
<i>Holcus lanatus</i>	Yorkshire-fog	O
<i>Ilex aquifolium</i>	Holly	O
<i>Sambucus nigra</i>	Elder	O
<i>Corylus avellana</i>	Hazel	R

## Target Note 12

An area of marshy grassland which is likely to hold water for at least part of the year due to undulating land.

<i>Juncus effusus</i>	Soft Rush	A
<i>Juncus inflexus</i>	Hard Rush	A
<i>Carex pendula</i>	Pendulous Sedge	F
<i>Solanum dulcamara</i>	Bittersweet	O

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

## **APPENDIX B: Desktop Study**

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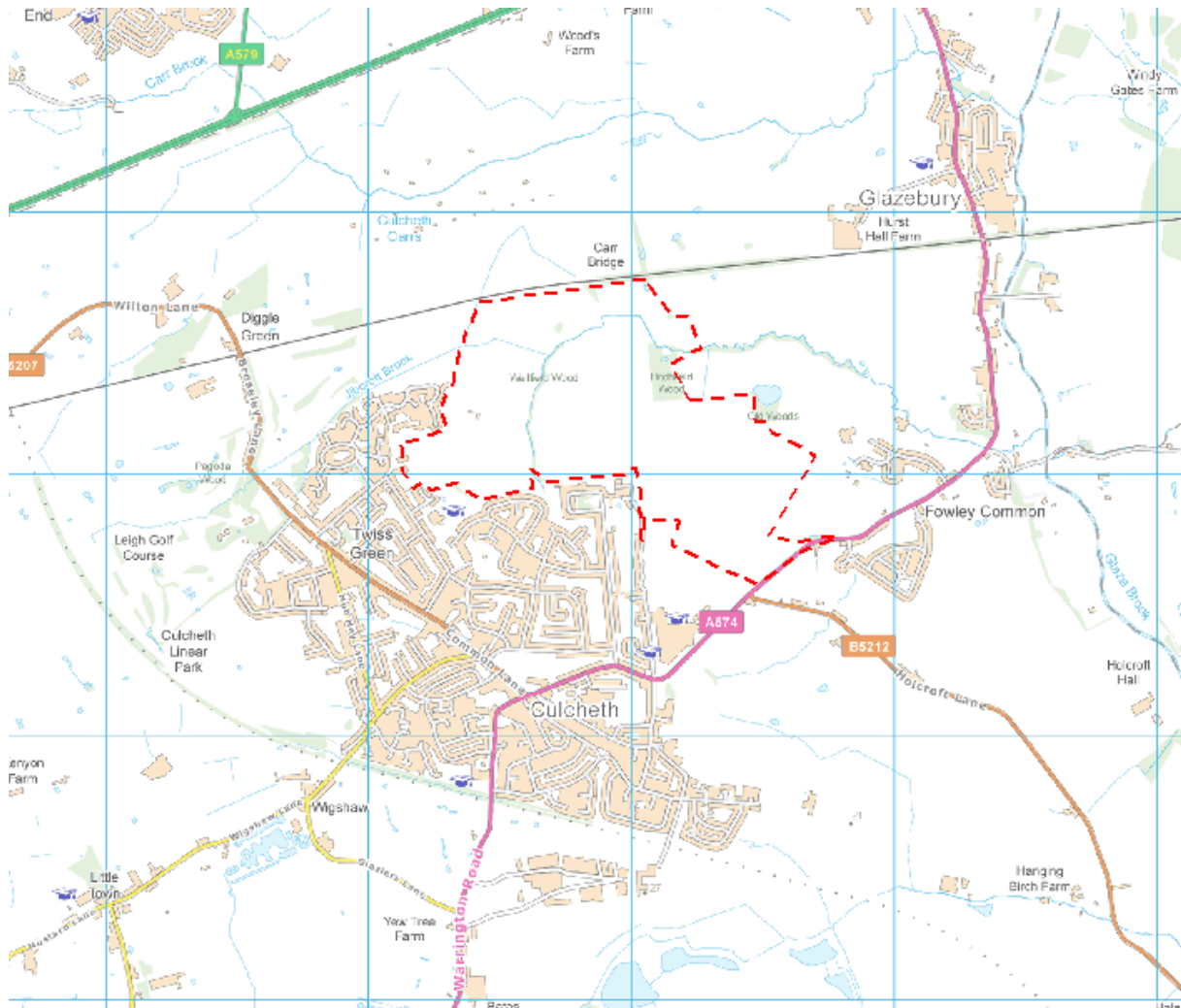
**Desk Based Ecology Assessment  
Land NE of Culcheth  
Approximate Central Grid Reference: SJ6598296090**

## **Contents**

- **Site Location Plan**
- **Extract from Local Plan**
- **Extracts of Relevant Planning Policies**
- **National Site Designations**
- **Habitat Inventory Records**
- **Local Site Designations**
- **Local Species Records**
- **Wildlife Site Citations**



## Site Location Plan



Contains Ordnance Survey data © Crown copyright and database right 2017

## Extract of Warrington Borough Council Local Plan (adopted 2014) and Supporting Key

The site is within the local authority area of Warrington Borough Council, however approximately 1.6km to the north east is Wigan Metropolitan Borough Council and approximately 1.3km to the south east is Salford City Council.

The Warrington Borough Council Core Strategy was adopted in July 2014. Warrington BC are currently undertaking a review on the adopted Local Plan Core Strategy. Consultation on the Local Plan Preferred Development Option is running from 18<sup>th</sup> July 2017 to 12<sup>th</sup> September 2017, which sets out the proposed approach to meeting Warrington's needs.

### Warrington Borough Council - Core Strategy Policies Map



#### Designations

- Green Belt (Policy CS5)
- Overall Spatial Strategy Green Belt (Policy CS5)
- Local Wildlife Site – Hitchfield Wood (Policy QE5)
- Active Travel Greenway Network (Policy MP3)

**Tree Preservation Orders**



**Core Strategy Planning Policies**

**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 QE 5 Biodiversity and Geodiversity

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

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

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

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

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

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

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

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

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

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

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

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

### **Policy QE 6 Environment and Amenity Protection**

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

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

Proposals may be required to submit detailed assessments in relation to any of the above criteria to the Council for approval. Where development is permitted which may have an impact on such

considerations, the Council will consider the use of conditions or planning obligations to ensure any appropriate mitigation or compensatory measures are secured.

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

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

### **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

## **Extracts of Relevant Planning Policies and Supplementary Planning Guidance**

### Design and Construction SPD (2016)

#### **Landscaping and the Environment**

**Almost all development sites will have some existing or potential value as wildlife habitat or public open space. The retention, protection and extension of areas of wildlife habitat will help conserve and enhance biological diversity and the richness of the natural environment. Good quality landscaping also helps make a development attractive and maintain its desirability and use.**

- 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”.
- New landscaping should be designed for easy maintenance to ensure that the visual amenity continues into the long term and that the plants will thrive. Factors to consider include the appropriateness of species for the local climate, topography and soil; the landscape mix;

ensuring that there is sufficient space for plants to thrive without constant maintenance and attention; and minimising the requirement for importing topsoil and using artificial irrigation.

- New development should be designed to harvest rainwater which can be used for irrigation of the site's landscaping.
- New development with flat roofs can also be designed to be "green roofs" such as sedum roofs.
- These will help improve biodiversity and provide extra insulation to buildings without needing irrigation or significant maintenance.
- Hard landscaping should also be designed and constructed with thought to future maintenance and ensuring a long life. This includes considering the durability of materials, the ease and cost of providing and installing replacements and the route of underground services and access to repair and renewal.

#### Environmental Protection SPD (2010)

Section 4.6.4 Japanese Knotweed – "Neither the EA nor the Council are responsible for controlling Japanese knotweed, other than that growing on Council-owned land. Managing knotweed is the responsibility of the landowner of a site"





# MAGIC Map search for SSSI Impact Risk Zones for Site Only

Site Check Report Report generated on Tue Aug 29 2017  
 You selected the location: Centroid Grid Ref: SJ858961  
 The following features have been found in your search area:

## 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 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 20m<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](#)

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### All Planning Applications

#### Infrastructure

Airports, helipads and other aviation proposals.

#### Wind & Solar Energy

#### Minerals, Oil & Gas

#### 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 20m<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

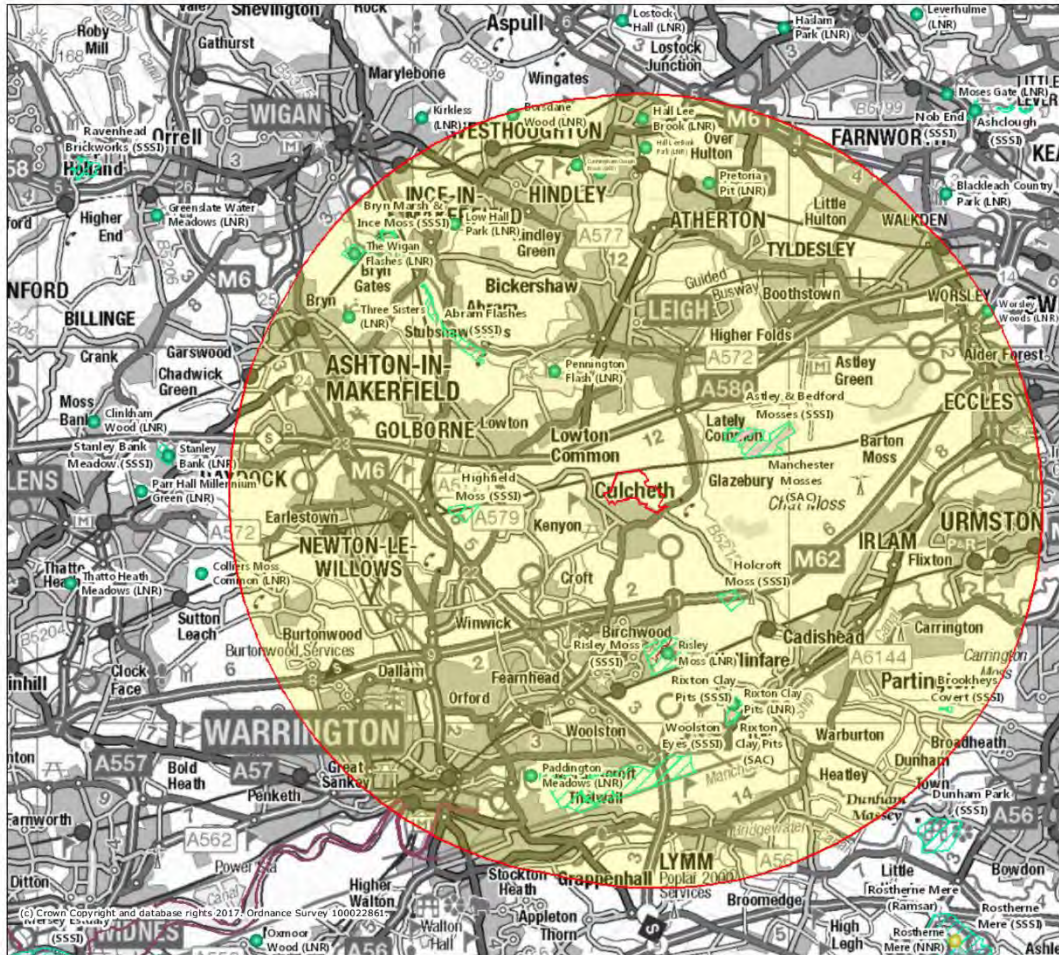
GUIDANCE – How to use the Impact Risk Zones

[/Metadata for magic/SSSI IRZ User Guidance MAGIC.pdf](#)

# MAGIC Map 10km Search Zone for Designated Wildlife Sites – Map

**MAGIC**

**Culcheth**



- 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 Areas of Conservation (England)
  - Special Protection Areas (England)

Projection = OSGB36  
 xmin = 333000  
 ymin = 381700  
 xmax = 393500  
 ymax = 411200

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: SJ659961  
 The following features have been found in your search area:

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

Reference	1008796
Name	BORSANE WOOD
Hectares	37.46
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1008796">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1008796</a>
Reference	1083167
Name	CUNNINGHAM CLOUGH BROOK
Hectares	3.51
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1083167">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1083167</a>
Reference	1083166
Name	EATOCK LODGE
Hectares	6.03
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1083166">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1083166</a>
Reference	1082886
Name	HALL LEE BANK PARK
Hectares	5.31
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1082886">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1082886</a>
Reference	1457116
Name	LOW HALL PARK
Hectares	16.52
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1457116">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1457116</a>
Reference	1009103
Name	RIXTON CLAY PITS
Hectares	33.57
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1009103">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1009103</a>
Reference	1421783
Name	PADDINGTON MEADOWS
Hectares	34.56
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1421783">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1421783</a>
Reference	1481596
Name	HALL LEE BROOK
Hectares	7.47
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1481596">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1481596</a>
Reference	1123038
Name	WORSLEY WOODS
Hectares	27.6
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1123038">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1123038</a>
Reference	1481542
Name	PRETORIA PIT
Hectares	9.75
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1481542">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1481542</a>
Reference	1481503
Name	THREE SISTERS
Hectares	33.71
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1481503">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1481503</a>
Reference	1481549
Name	PENNINGTON FLASH
Hectares	91.47
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1481549">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1481549</a>
Reference	1009524
Name	THE WIGAN FLASHES
Hectares	175.38
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1009524">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1009524</a>
Reference	1009099
Name	RISLEY MOSS
Hectares	82.42
Hyperlink	<a href="http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1009099">http://www.lnr.naturalengland.org.uk/special/lnr/lnr_details.asp?themeid=1009099</a>

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<b>Sites of Special Scientific Interest (England) - points</b>	
Name	Brookheys Covert SSSI
Reference	1003798
Natural England Contact	AMY COWBURN
Natural England Phone Number	0845 600 3078
Hectares	2.37



<b>Citation</b>	1002793
<b>Hyperlink</b>	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002793">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002793</a>
<b>Name</b>	Highfield Moss SSSI
<b>Reference</b>	1003989
<b>Natural England Contact</b>	PAUL THOMAS
<b>Natural England Phone Number</b>	0845 600 3078
<b>Hectares</b>	20.16
<b>Citation</b>	1002768
<b>Hyperlink</b>	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002768">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002768</a>
<b>Name</b>	Woolston Eyes SSSI
<b>Reference</b>	1002660
<b>Natural England Contact</b>	AMANDA WRIGHT
<b>Natural England Phone Number</b>	0845 600 3078
<b>Hectares</b>	269.82
<b>Citation</b>	1000106
<b>Hyperlink</b>	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1000106">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1000106</a>
<b>Name</b>	Bryn Marsh & Ince Moss SSSI
<b>Reference</b>	1003993
<b>Natural England Contact</b>	PAUL THOMAS
<b>Natural England Phone Number</b>	0845 600 3078
<b>Hectares</b>	70.61
<b>Citation</b>	1005647
<b>Hyperlink</b>	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1005647">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1005647</a>
<b>Name</b>	Abram Flashes SSSI
<b>Reference</b>	1004067
<b>Natural England Contact</b>	PAUL THOMAS
<b>Natural England Phone Number</b>	0845 600 3078
<b>Hectares</b>	39.63
<b>Citation</b>	1005699
<b>Hyperlink</b>	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1005699">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1005699</a>
<b>Name</b>	Rixton Clay Pits SSSI
<b>Reference</b>	1002021
<b>Natural England Contact</b>	PAUL THOMAS
<b>Natural England Phone Number</b>	0845 600 3078
<b>Hectares</b>	13.5
<b>Citation</b>	1003514
<b>Hyperlink</b>	<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
<b>Reference</b>	1003988
<b>Natural England Contact</b>	PAUL THOMAS
<b>Natural England Phone Number</b>	0845 600 3078
<b>Hectares</b>	92
<b>Citation</b>	1002755
<b>Hyperlink</b>	<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
<b>Reference</b>	1002331
<b>Natural England Contact</b>	PAUL THOMAS
<b>Natural England Phone Number</b>	0845 600 3078
<b>Hectares</b>	19.04
<b>Citation</b>	1006461
<b>Hyperlink</b>	<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
<b>Reference</b>	1002273
<b>Natural England Contact</b>	PAUL THOMAS
<b>Natural England Phone Number</b>	0845 600 3078
<b>Hectares</b>	83.29
<b>Citation</b>	1001838
<b>Hyperlink</b>	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001838">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1001838</a>
<b>Sites of Special Scientific Interest (England)</b>	
<b>Name</b>	Brookheys Covert SSSI
<b>Reference</b>	1003798
<b>Natural England Contact</b>	AMY COWBURN
<b>Natural England Phone Number</b>	0845 600 3078
<b>Hectares</b>	2.37
<b>Citation</b>	1002793
<b>Hyperlink</b>	<a href="http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002793">http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002793</a>
<b>Name</b>	Highfield Moss SSSI

Reference 1003989  
 Natural England Contact PAUL THOMAS  
 Natural England Phone Number 0845 600 3078  
 Hectares 20.16  
 Citation 1002768  
 Hyperlink <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1002768>

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 Bryn Marsh & Ince Moss SSSI  
 Reference 1003993  
 Natural England Contact PAUL THOMAS  
 Natural England Phone Number 0845 600 3078  
 Hectares 70.61  
 Citation 1005647  
 Hyperlink <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1005647>

Name Abram Flashes SSSI  
 Reference 1004067  
 Natural England Contact PAUL THOMAS  
 Natural England Phone Number 0845 600 3078  
 Hectares 39.63  
 Citation 1005699  
 Hyperlink <http://designatedsites.naturalengland.org.uk/SiteDetail.aspx?SiteCode=s1005699>

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>

#### Special Areas of Conservation (England) - points

Name MANCHESTER MOSSES  
 Reference UK0030200  
 Hectares 171.52  
 Hyperlink <http://incc.defra.gov.uk/protectedsites/sacselection/sac.asp?aucode=UK0030200>

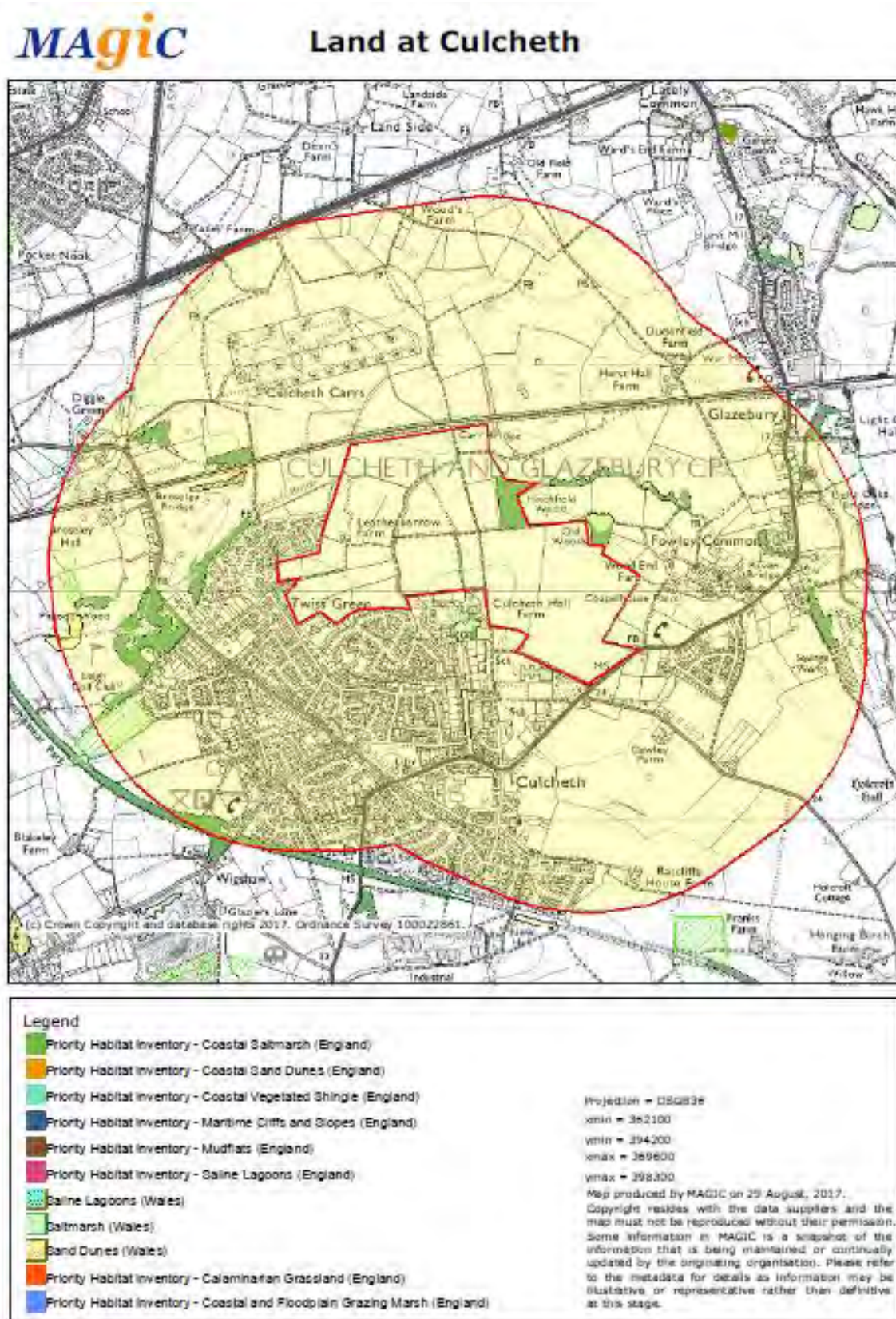
Name RIXTON CLAY PITTS  
 Reference UK0030265  
 Hectares 13.5  
 Hyperlink <http://incc.defra.gov.uk/protectedsites/sacselection/sac.asp?aucode=UK0030265>

#### Special Areas of Conservation (England)

Name MANCHESTER MOSSES

<b>Reference</b>	UK0030200
<b>Hectares</b>	171.52
<b>Hyperlink</b>	<a href="http://jncc.defra.gov.uk/protectedsites/sacsselection/sac.asp?suocode=UK0030200">http://jncc.defra.gov.uk/protectedsites/sacsselection/sac.asp?suocode=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/sacsselection/sac.asp?suocode=UK0030265">http://jncc.defra.gov.uk/protectedsites/sacsselection/sac.asp?suocode=UK0030265</a>
<b>Areas of Outstanding Natural Beauty (England)</b>	
No Features found	
<b>National Nature Reserves (England) - points</b>	
No Features found	
<b>National Nature Reserves (England)</b>	
No Features found	
<b>Ramsar Sites (England) - points</b>	
No Features found	
<b>Ramsar Sites (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 1km Search Zone for Habitat Inventory Data





## Extract of Species Data Provided by RECORD within 1km

### Designated Species Summary

Taxa	Designation Name	Occurrence in Cheshire tetrads between 2006-2017 (%)	Occurrence in Cheshire tetrads all years (%)
Brambling ( <i>Fringilla montifringilla</i> )	Wildlife and Countryside Act - Schedule 1	9%	23%
Brown Hare ( <i>Lepus europaeus</i> )	Local Biodiversity Action Plan Species, NERC S41, UK BAP Priority Species	21%	80%
Bullfinch ( <i>Pyrrhula pyrrhula</i> )	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Amber, NERC S41	20%	70%
Canada Goose ( <i>Branta canadensis</i> )	Invasive Non-Native Species, Wildlife and Countryside Act Schedule 9	26%	53%
Common Frog ( <i>Rana temporaria</i> )	Wildlife and Countryside Act - Schedule 5	33%	63%
Common Pipistrelle ( <i>Pipistrellus pipistrellus</i> )	Wildlife and Countryside Act - Schedule 5, NERC S41, Conservation (Habs and Sp) Regulations 2010 - Schedule 2	39%	42%
Corn Bunting ( <i>Emberiza calandra</i> )	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Red, NERC S41	2%	38%
Cornflower ( <i>Centaurea cyanus</i> )	NERC S41, UK BAP Priority Species	3%	6%
Fieldfare ( <i>Turdus pilaris</i> )	Wildlife and Countryside Act - Schedule 1, Birds of Conservation Concern [RSPB] - Red	19%	39%
Grey Partridge ( <i>Perdix perdix</i> )	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Red, NERC S41, UK BAP Priority Species	8%	60%
Grey Wagtail ( <i>Motacilla cinerea</i> )	Birds of Conservation Concern [RSPB] - Amber	14%	45%
Himalayan Cotoneaster ( <i>Cotoneaster simonsii</i> )	Wildlife and Countryside Act Schedule 9	1%	3%
Hollyberry Cotoneaster ( <i>Cotoneaster bullatus</i> )	Wildlife and Countryside Act Schedule 9	<1%	1%
House Martin ( <i>Delichon urbicum</i> )	Birds of Conservation Concern [RSPB] - Amber	23%	67%
House Sparrow ( <i>Passer domesticus</i> )	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Red, NERC S41, UK BAP Priority Species	35%	84%
Indian Balsam ( <i>Impatiens glandulifera</i> )	Invasive Non-Native Species, Wildlife and Countryside Act Schedule 9	24%	36%
Japanese Knotweed ( <i>Fallopia japonica</i> )	Invasive Non-Native Species, Wildlife and Countryside Act Schedule 9	18%	31%
Kestrel ( <i>Falco tinnunculus</i> )	Birds of Conservation Concern	35%	80%

[RSPB] - Amber			
Lapwing ( <i>Vanellus vanellus</i> )	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Red, NERC S41, UK BAP Priority Species	28%	79%
Little Grebe ( <i>Tachybaptus ruficollis</i> )	Birds of Conservation Concern [RSPB] - Amber	11%	29%
Mallard ( <i>Anas platyrhynchos</i> )	Birds of Conservation Concern [RSPB] - Amber	42%	82%
Meadow Pipit ( <i>Anthus pratensis</i> )	Birds of Conservation Concern [RSPB] - Amber	13%	45%
Mistle Thrush ( <i>Turdus viscivorus</i> )	Birds of Conservation Concern [RSPB] - Amber	23%	82%
Montbretia ( <i>Crocsmia pottsii</i> x <i>aurea</i> = <i>C. x crocosmiiflora</i> )	Invasive Non-Native Species, Wildlife and Countryside Act Schedule 9	6%	14%
Palmate Newt ( <i>Lissotriton helveticus</i> )	Wildlife and Countryside Act - Schedule 5	2%	4%
Peregrine ( <i>Falco peregrinus</i> )	Wildlife and Countryside Act - Schedule 1	11%	19%
Pink-footed Goose ( <i>Anser brachyrhynchus</i> )	Birds of Conservation Concern [RSPB] - Amber	8%	15%
Pochard ( <i>Aythya ferina</i> )	Birds of Conservation Concern [RSPB] - Amber	6%	19%
Redwing ( <i>Turdus iliacus</i> )	Wildlife and Countryside Act - Schedule 1, Birds of Conservation Concern [RSPB] - Red	18%	38%
Reed Bunting ( <i>Emberiza schoeniclus</i> )	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Amber, NERC S41, UK BAP Priority Species	19%	73%
Scots Pine ( <i>Pinus sylvestris</i> )	Nationally Scarce	24%	45%
Skylark ( <i>Alauda arvensis</i> )	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Red, NERC S41	20%	85%
Smooth Newt ( <i>Lissotriton vulgaris</i> )	Wildlife and Countryside Act - Schedule 5	14%	35%
Snipe ( <i>Gallinago gallinago</i> )	Birds of Conservation Concern [RSPB] - Amber	13%	54%
Song Thrush ( <i>Turdus philomelos</i> )	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Red	33%	87%
Soprano Pipistrelle ( <i>Pipistrellus pygmaeus</i> )	Local Biodiversity Action Plan Species, Wildlife and Countryside Act - Schedule 5, NERC S41, Conservation (Habs and Sp) Regulations 2010 - Schedule 2, UK BAP Priority Species	29%	32%
Starling ( <i>Sturnus vulgaris</i> )	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Red, NERC S41	30%	86%
Swallow ( <i>Hirundo rustica</i> )	Birds of Conservation Concern [RSPB] - Amber	44%	87%

<b>Swift (<i>Apus apus</i>)</b>	Birds of Conservation Concern [RSPB] - Amber	22%	81%
<b>Tree Sparrow (<i>Passer montanus</i>)</b>	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Red, NERC S41, UK BAP Priority Species	10%	72%
<b>Tufted Duck (<i>Aythya fuligula</i>)</b>	Birds of Conservation Concern [RSPB] - Amber	13%	31%
<b>West European Hedgehog (<i>Erinaceus europaeus</i>)</b>	NERC S41, UK BAP Priority Species	24%	44%
<b>Whitethroat (<i>Sylvia communis</i>)</b>	Birds of Conservation Concern [RSPB] - Amber	17%	70%
<b>Yellowhammer (<i>Emberiza citrinella</i>)</b>	Local Biodiversity Action Plan Species, Birds of Conservation Concern [RSPB] - Red, NERC S41, UK BAP Priority Species	14%	77%

Species Report

AMPHIBIAN

*Map*



### Common Frog (*Rana temporaria*) (1,2)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Warrington	SJ659947	1	24/03/2011	None	Present	Field Record
Culcheth Hall Barns, land off Withington Avenue, Culcheth, Cheshire	SJ65959588	2	02/07/2014	Juvenile	1	Field Record

### Smooth Newt (*Lissotriton vulgaris*) (2)

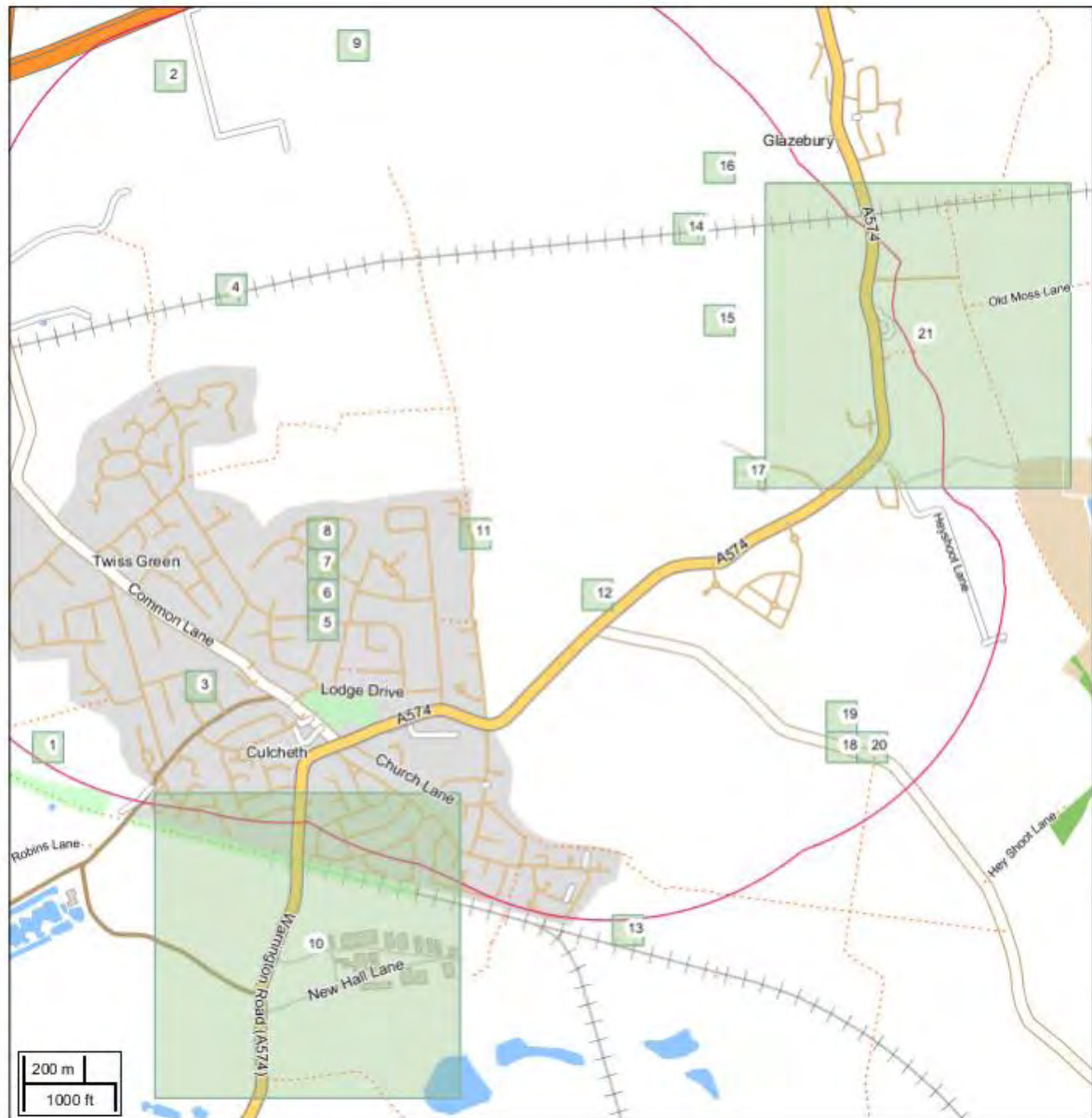
RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth Hall Barns, land off Withington Avenue, Culcheth, Cheshire	SJ65959588	2	02/07/2014	None	Present	Field Record

### Palmate Newt (*Lissotriton helveticus*) (2)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth Hall Barns, land off Withington Avenue, Culcheth, Cheshire	SJ65959588	2	02/07/2014	None	Present	Field Record



### Fieldfare (*Turdus pilaris*) (1,5,13)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ655955	5	13/02/2007	None	40	Field Record
Culcheth, Glazebury & Croft - CP, N. of Linear Park	SJ646951	1	14/01/2012	Adult	2	Field Record
	SJ665945	13	18/01/2013	None	12	Field Record
Culcheth, Warrington	SJ655955	5	20/12/2009	None	5	Field Record
Culcheth, Warrington	SJ655955	5	23/10/2010	None	30	Field Record
Culcheth, Warrington	SJ655955	5	05/01/2009	None	6	Field Record
Culcheth, Warrington	SJ655955	5	28/10/2009	None	100	Field Record
Culcheth, Warrington	SJ655955	5	20/10/2010	None	70	Field Record
Culcheth, Warrington	SJ655955	5	25/12/2010	None	8	Field Record

### House Martin (*Delichon urbicum*) (5)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP	SJ655955	5	10/09/2007	None	100	Field Record
Culcheth	SJ655955	5	30/08/2006	None	20	Field Record
Culcheth, Warrington	SJ655955	5	02/09/2010	None	5	Field Record

### Canada Goose (*Branta canadensis*) (5,21)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP	SJ6796	21	26/06/2012	Adult	11	Field Record
Culcheth	SJ655955	5	11/09/2006	None	15	Field Record
Culcheth	SJ655955	5	11/09/2006	Adult	15	Field Record

### Kestrel (*Falco tinnunculus*) (5,13,18,19,21)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP,	SJ672951	18	12/2012-12/2012	None	Present	Field Record

Culcheth ( just outside).						
Culcheth, Glazebury & Croft - CP	SJ6796	21	26/06/2012	Adult	1	Field Record
	SJ672952	19	23/11/2011	Adult	1	Field Record
Culcheth	SJ655955	5	28/12/2006	Female	1	Field Record
Culcheth	SJ655955	5	18/02/2007	None	1	Field Record
	SJ665945	13	18/01/2013	None	2	Field Record
Windy Bank Wood	SJ6796	21	12/07/2011	Adult	1	Field Record

#### Mallard (*Anas platyrhynchos*) (10,13,21)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP	SJ6796	21	26/06/2012	Adult Female	10	Field Record
Windy Bank Wood	SJ6796	21	12/07/2011	Adult Female	10	Field Record
	SJ665945	13	18/01/2013	None	32	Field Record
Culcheth Linear Line	SJ6594	10	27/05/2009	None	Present	Field Record

#### Grey Wagtail (*Motacilla cinerea*) (5,6)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ655955	5	15/08/2006	None	2	Field Record
Culcheth, Warrington	SJ655956	6	27/12/2008	None	1	Field Record
	SJ655955	5	15/08/2006	None	2	Field Record
Culcheth, Warrington	SJ655955	5	18/12/2010	None	1	Field Record

#### Bullfinch (*Pyrrhula pyrrhula*) (5,17)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Warrington	SJ655955	5	11/01/2009	None	1Pr	Field Record
Hebden Avenue	SJ669960	17	24/05/2010	Adult Male	2	Field Record
Culcheth, Warrington	SJ655955	5	19/12/2009	Male	1	Field Record

#### Grey Partridge (*Perdix perdix*) (5,9,11)

RECORD



Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth	SJ655955	5	18/02/2007	Adult	3	Field Record
	SJ6561997467	9	2007	None	4	Field Record
	SJ6609795856	11	2007	None	5	Field Record

#### Lapwing (*Vanellus vanellus*) (2,4,12,13,15)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
field north of railway	SJ65209665	4	13/03/2012	None	2	Field Record
	SJ665945	13	18/01/2013	None	27	Field Record
	SJ6647495626	12	2007	None	2	Field Record
	SJ6505997306	2	2007	None	11	Field Record
	SJ6683496581	15	2007	None	100	Field Record

#### Little Grebe (*Tachybaptus ruficollis*) (13)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ665945	13	18/01/2013	None	1	Field Record

#### Meadow Pipit (*Anthus pratensis*) (13)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ665945	13	18/01/2013	None	1	Field Record

#### Corn Bunting (*Emberiza calandra*) (20)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Holcroft Lane, Culcheth	SJ673951	20	09/07/2010	None	4	Field Record
Holcroft Lane, Culcheth	SJ673951	20	05/06/2010	Male	3	Field Record
Holcroft Lane, Culcheth	SJ673951	20	01/05/2009	None	3	Field Record

#### Mistle Thrush (*Turdus viscivorus*) (21)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Windy Bank Wood	SJ6796	21	12/07/2011	Adult	Occasional	Field Record

#### House Sparrow (*Passer domesticus*) (3,5)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Warrington	SJ655955	5	01/01/2009	None	20	Field Record
Culcheth, Warrington	SJ655955	5	01/02/2009	None	20	Field Record
Culcheth, Warrington	SJ655955	5	18/12/2010	None	20+	Field Record
Culcheth, Warrington	SJ655955	5	29/12/2009	None	35	Field Record
birchall street croft	SJ651953	3	19/06/2012	Summer	Present	Field Record

#### Brambling (*Fringilla montifringilla*) (5)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Warrington	SJ655955	5	18/12/2010	Female	2	Field Record

#### Tufted Duck (*Aythya fuligula*) (13)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ665945	13	18/01/2013	Adult Male	2	Field Record

#### Yellowhammer (*Emberiza citrinella*) (5,6,21)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP	SJ6796	21	26/06/2012	Adult	1	Field Record
	SJ655956	6	24/04/2008	Male	1	Field Record
	SJ655955	5	23/03/2008	None	3	Field Record
Culcheth, Warrington	SJ655955	5	10/05/2010	None	3	Field Record
Culcheth, Warrington	SJ655955	5	12/04/2010	Male	2	Field Record
Culcheth, Warrington	SJ655955	5	03/03/2010	Male	1	Field Record
Culcheth, Warrington	SJ655955	5	03/12/2010	None	4 3M/1	Field Record
Culcheth, Warrington	SJ655955	5	30/11/2010	Male	1	Field Record
Culcheth, Warrington	SJ655955	5	16/04/2009	Male	1	Field Record
Culcheth, Warrington	SJ655955	5	27/12/2010	None	5	Field Record
Culcheth,	SJ655955	5	18/12/2010	None	9	Field Record

Warrington						
Culcheth, Warrington	SJ655955	5	04/12/2010	None	9	Field Record
Culcheth, Warrington	SJ655955	5	14/02/2010	Male	1	Field Record
Culcheth, Warrington	SJ655955	5	01/01/2010	Male	1	Field Record
Culcheth, Warrington	SJ655955	5	22/12/2009	Female	1	Field Record

#### Pink-footed Goose (*Anser brachyrhynchus*) (5,6,7,8)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ655955	5	27/10/2008	None	54	Field Record
	SJ655955	5	28/10/2008	None	200	Field Record
	SJ655956	6	16/11/2008	None	500+	Field Record
	SJ655957	7	21/12/2008	None	200	Field Record
	SJ655958	8	27/12/2008	None	180	Field Record
	SJ655955	5	12/10/2008	None	92	Field Record
Culcheth	SJ655955	5	18/02/2006	None	Present	Field Record
Culcheth	SJ655955	5	12/10/2006	None	Present	Field Record
Culcheth	SJ655955	5	25/11/2006	None	Present	Field Record
Culcheth	SJ655955	5	28/11/2006	None	Present	Field Record
Culcheth	SJ655955	5	05/10/2007	None	Present	Field Record
Culcheth	SJ655955	5	10/10/2007	None	Present	Field Record
Culcheth	SJ655955	5	26/11/2007	None	Present	Field Record

#### Pochard (*Aythya ferina*) (13)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ665945	13	18/01/2013	None	8	Field Record

#### Starling (*Sturnus vulgaris*) (5,16,21)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ6680197004	16	2007	None	20	Field Record
Windy Bank Wood	SJ6796	21	12/07/2011	Adult	Occasional	Field Record
Culcheth, Warrington	SJ655955	5	27/12/2010	None	15	Field Record
Culcheth,	SJ655955	5	24/12/2010	None	500	Field Record

<b>Warrington</b>
-------------------

<b>Redwing (<i>Turdus iliacus</i>) (1,5,13)</b>
---

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP, N. of Linear Park	SJ646951	1	14/01/2012	Adult	30	Field Record
	SJ665945	13	18/01/2013	None	6	Field Record
Culcheth, Warrington	SJ655955	5	25/10/2009	None	50	Field Record
Culcheth, Warrington	SJ655955	5	26/12/2010	None	6	Field Record

<b>Peregrine (<i>Falco peregrinus</i>) (6)</b>
--

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ655956	6	21/12/2008	Female	1	Field Record

<b>Snipe (<i>Gallinago gallinago</i>) (13)</b>
--

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ665945	13	18/01/2013	None	8	Field Record

<b>Swallow (<i>Hirundo rustica</i>) (5)</b>
---

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth	SJ655955	5	30/08/2006	None	10	Field Record
Culcheth, Warrington	SJ655955	5	04/10/2010	None	2	Field Record
Culcheth, Warrington	SJ655955	5	02/09/2010	None	20+	Field Record

<b>Song Thrush (<i>Turdus philomelos</i>) (5,21)</b>
--

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
	SJ655955	5	29/08/2006	None	1	Field Record
Culcheth, Glazebury & Croft - CP	SJ6796	21	26/06/2012	Adult	1	Field Record
Culcheth, Warrington	SJ655955	5	27/12/2010	None	1	Field Record
Culcheth, Warrington	SJ655955	5	19/04/2009	None	1	Field Record

Swift (*Apus apus*) (5,6,21)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth	SJ655955	5	15/08/2006	None	50	Field Record
Culcheth	SJ655955	5	22/08/2006	None	2	Field Record
Culcheth	SJ655955	5	13/08/2006	None	12	Field Record
Culcheth, Glazebury & Croft - CP	SJ6796	21	26/06/2012	Adult	Occasional	Field Record
	SJ655956	6	26/06/2008	None	100	Field Record
Windy Bank Wood	SJ6796	21	12/07/2011	Adult	Occasional	Field Record
Culcheth, Warrington	SJ655955	5	07/05/2010	None	6	Field Record
Culcheth, Warrington	SJ655955	5	26/06/2008	None	100	Field Record

Whitethroat (*Sylvia communis*) (21)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP	SJ6796	21	26/06/2012	Adult	1	Field Record
Windy Bank Wood	SJ6796	21	12/07/2011	Adult	1	Field Record

Reed Bunting (*Emberiza schoeniclus*) (5,21)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP	SJ6796	21	26/06/2012	Adult	1	Field Record
Culcheth, Warrington	SJ655955	5	03/12/2010	Female	4	Field Record
Culcheth, Warrington	SJ655955	5	20/12/2009	Female	1	Field Record
Culcheth, Warrington	SJ655955	5	10/01/2009	None	2	Field Record
Culcheth, Warrington	SJ655955	5	12/04/2010	None	5	Field Record
Culcheth, Warrington	SJ655955	5	23/02/2010	None	7	Field Record
Culcheth, Warrington	SJ655955	5	02/12/2010	None	3	Field Record
Culcheth, Warrington	SJ655955	5	30/11/2010	Male	1	Field Record

Culcheth, Warrington	SJ655955	5	18/04/2009	None	3	Field Record
Culcheth, Warrington	SJ655955	5	18/12/2010	None	13	Field Record
Culcheth, Warrington	SJ655955	5	21/02/2010	None	5	Field Record
Culcheth, Warrington	SJ655955	5	23/12/2009	Female	2	Field Record

#### Tree Sparrow (*Passer montanus*) (14,17)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
hebden avenue	SJ669960	17	20/05/2010	Adult Male	1	Field Record
	SJ6677996801	14	2007	None	Present	Field Record

#### Skylark (*Alauda arvensis*) (5)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Warrington	SJ655955	5	23/10/2010	None	40	Field Record
Culcheth, Warrington	SJ655955	5	10/11/2010	None	25	Field Record

CONIFER

Map



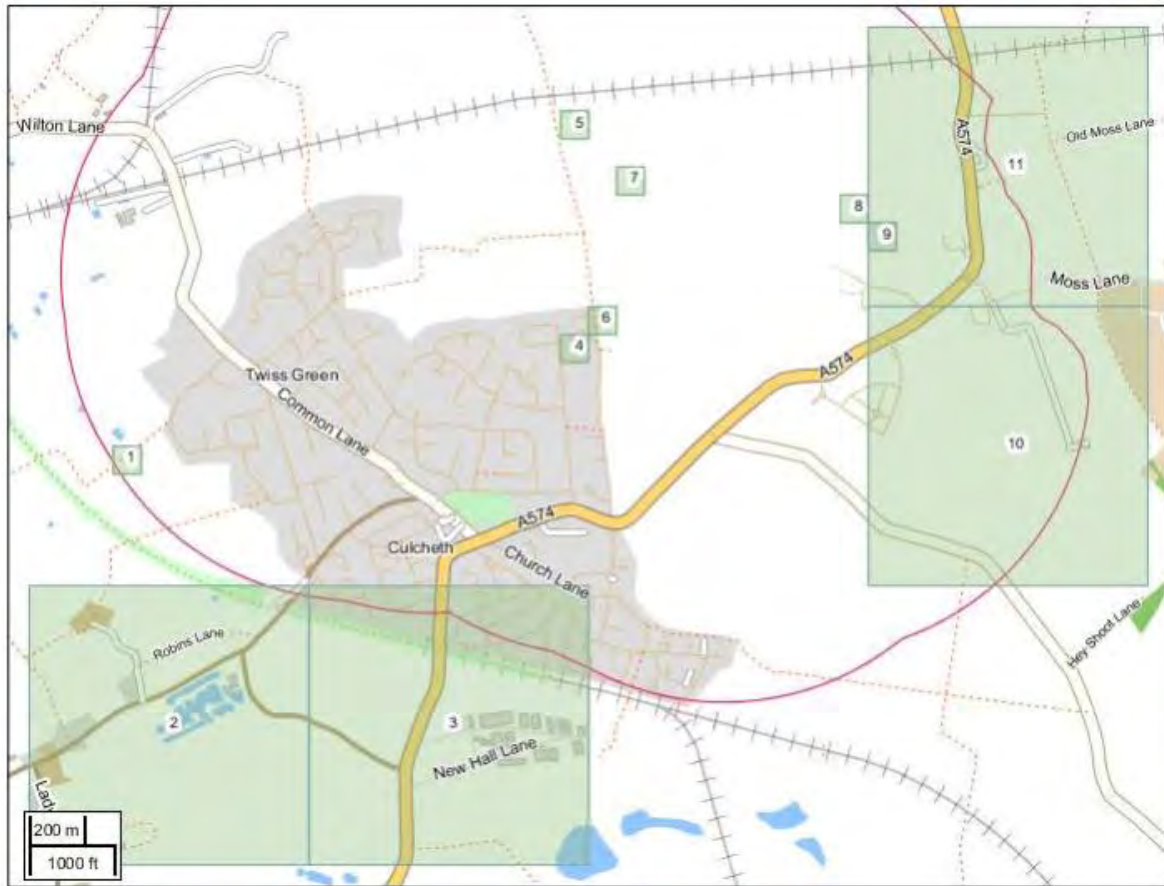
Scots Pine (*Pinus sylvestris*) (1)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP	SJ6796	1	26/06/2012	Inleaf	Occasional	Field Record

**FLOWERING PLANT**

*Map*





### Indian Balsam (*Impatiens glandulifera*) (1,4,5,6,7,8,9,11)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth, Glazebury & Croft - CP	SJ6796	11	26/06/2012	Flowering	Occasional	Field Record
Culcheth Hall Barns, land off Withington Avenue, Culcheth, Cheshire	SJ65969588	4	02/07/2014	None	Small Amount	Field Record
Culcheth Hall Barns, land off Withington Avenue, Culcheth, Cheshire	SJ660959	6	02/07/2014	None	Small Amount	Field Record
	SJ659966	5	09/08/2009	Flowering	Dominant	Field Record
Field edge	SJ661964	7	09/08/2009	Flowering	Dominant	Field Record
	SJ6702096287	9	2007	None	Present	Field Record
	SJ6691996381	8	2007	None	Present	Field Record
Windy Bank Wood	SJ6796	11	12/07/2011	Flowering	Occasional	Field Record
	SJ643954	1	21/07/2010	Flowering	Locally Dominant	Field Record

### Montbretia (*Crocossia pottsii* x *aurea* = *C. x crocosmiiflora*) (2,3)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth Linear Park.	SJ6594	3	27/05/2009	None	Present	Field Record
Culcheth Linear Park	SJ6494	2	24/01/2009	None	Present	Field Record

### Himalayan Cotoneaster (*Cotoneaster simonsii*) (3)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
culcheth linear line	SJ6594	3	27/05/2009	None	Present	Field Record

### Hollyberry Cotoneaster (*Cotoneaster bullatus*) (3)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
culcheth linear line	SJ6594	3	27/05/2009	None	Present	Field Record

### Japanese Knotweed (*Fallopia japonica*) (3)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth Linear Line	SJ6594	3	27/05/2009	None	Present	Field Record

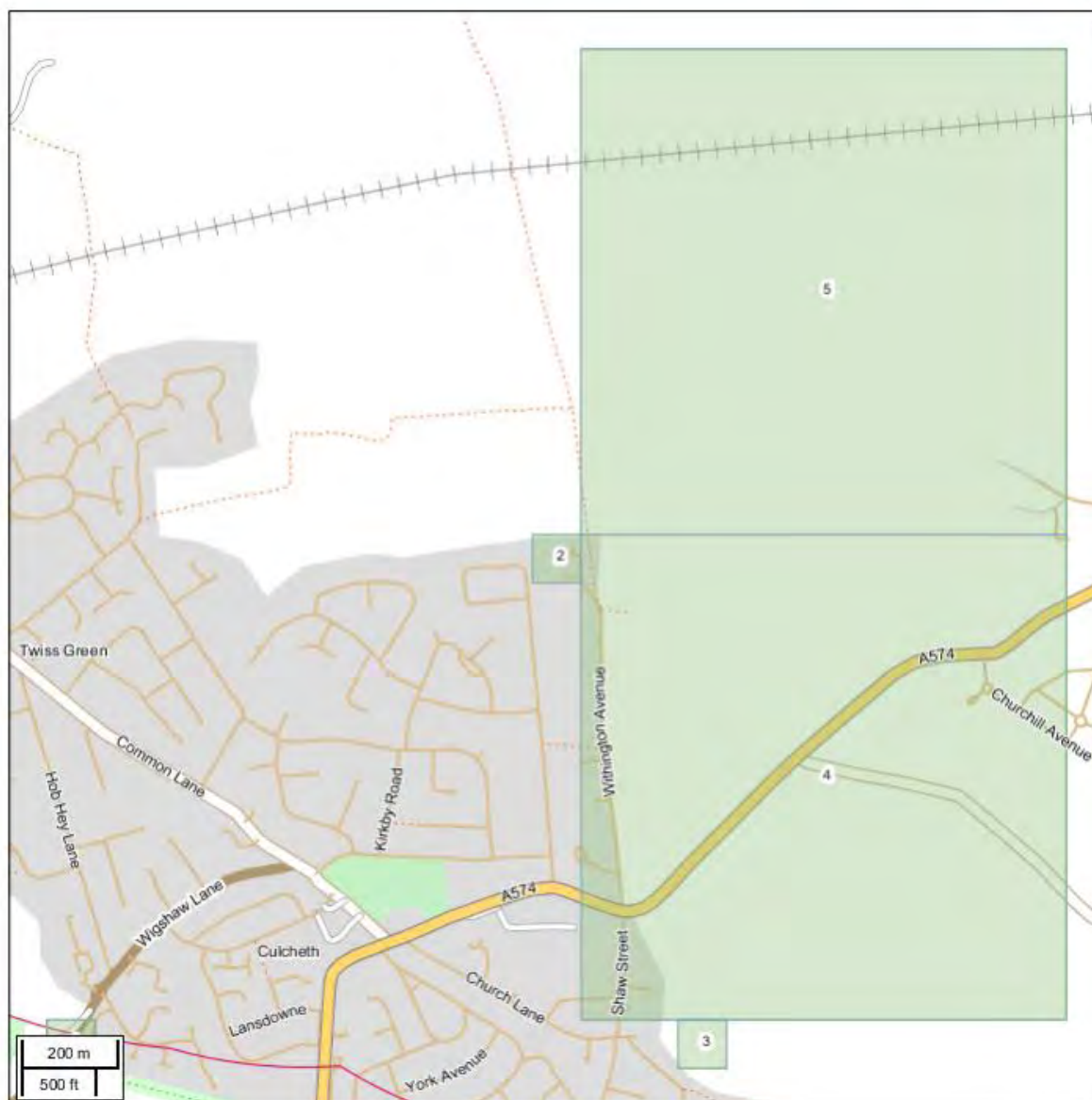
Cornflower (*Centaurea cyanus*) (10)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Fowley Common	SJ6795	10	13/06/2009	None	Present	Field Record

TERRESTRIAL MAMMAL

Map



Common Pipistrelle (*Pipistrellus pipistrellus*) (2)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Culcheth Hall Barns, land off Withington Avenue, Culcheth, Cheshire	SJ659959	2	02/07/2014	None	<5	Field Record

Brown Hare (*Lepus europaeus*) (3,4,5)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
In woods	SJ6696	5	13/03/2011	None	1	Field Record
Fields betwixt Warrington Road and Hebden Avenue	SJ6695	4	13/03/2011	None	2	Field Record
Culcheth, Glazebury & Croft - CP, field adjoining the graveyard at the rear of Newchurch Parish Chur	SJ662949	3	23/04/2011	None	Present	Field Record

Soprano Pipistrelle (*Pipistrellus pygmaeus*) (2)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
1 culcheth Hall Farm barns	SJ65989591	2	11/07/2015	None	300	Aural Bat Detector
Warrington, Cheshire, WA3 4AN.	SJ65989592	2	17/07/2015	None	300	Field Record

West European Hedgehog (*Erinaceus europaeus*) (1)

RECORD

Location	Grid ref.	Grid ID	Date	Sex/Stage	Abundance	Record type
Road-bridge over linear park	SJ649949	1	21/06/2009	Adult	1	Dead On Road
Culcheth, Glazebury & Croft - CP, Road-bridge over linear park	SJ649949	1	21/06/2009	Adult	1	Dead On Road



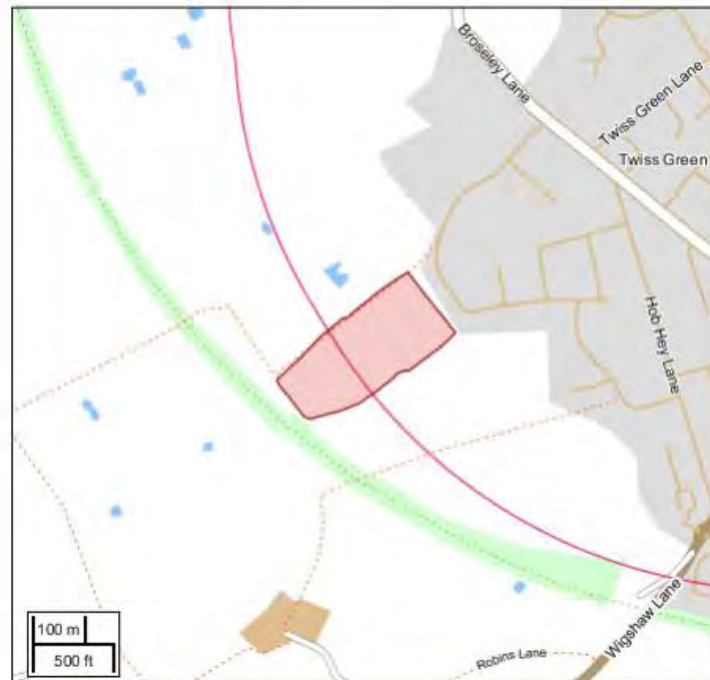
# Local Sites Data Provided by RECORD within 1km

Local Sites

Local Wildlife Sites

*Eleven Acre Common / WA008*

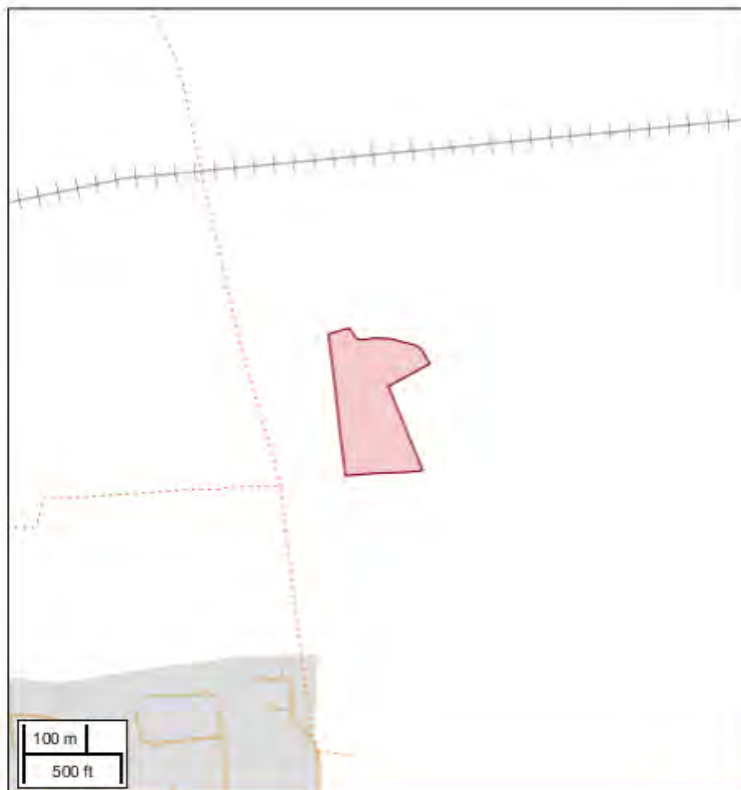
Map



Site name	Eleven Acre Common
Site code	WA008
Authority	Warrington Local Wildlife Sites Partnership
Site centroid	SJ6436795381

Hitchfield Wood / WA016

Map



Site name	Hitchfield Wood
Site code	WA016
Authority	Warrington Local Wildlife Sites Partnership
Site centroid	SJ6613496448

## **DRAWINGS**

**G6296.03.001 Phase 1 Habitat Plan**  
**G6296.03.002 - Ecological Constraints Plan**  
**Illustrative Masterplan**



**Species Code**  
Qr Oak

- KEY**
- Site Boundary
  - HB Himalayan Balsam
  - Target Notes
  - X Scattered Scrub
  - Scattered Broad-leaved Trees
  - Broad-leaved Tree with Low Bat Potential
  - Broad-leaved Tree with Moderate Bat Potential
  - Broad-leaved Tree with High Bat Potential
  - Running Water
  - Species-poor Intact Hedge
  - Species-poor Defunct Hedge
  - Species-poor Defunct Hedge with Ditch
  - Species-poor Hedge and Trees
  - Semi-natural Broad-leaved Woodland
  - Dense/Continuous Scrub
  - Modified Neutral Grassland
  - Marsh/Marshy Grassland
  - Poor Semi-improved Grassland
  - Tall Ruderal
  - Standing Water
  - Buildings
  - Hardstanding

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Rev	Description	Drawn	Approved	Date

**THE ENVIRONMENT PARTNERSHIP**

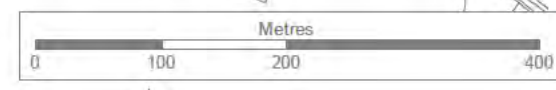
Genesis Centre, Birchwood Science Park, Warrington WA3 7BH  
Tel 01925 844004 e-mail tep@tep.uk.com www.tep.uk.com

Project: Peel Sites, Warrington - Land NE of Culcheth

Title: Phase 1 Habitat Survey

Drawing Number: G6612.03.001

Drawn	Checked	Approved	Scale	Date
RE	JS	IH	1:6,000 @A3	08/09/2017







**KEY**

- Site Boundary
- High Constraint
- Moderate Constraint
- Low Constraint

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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 NE of Culcheth**

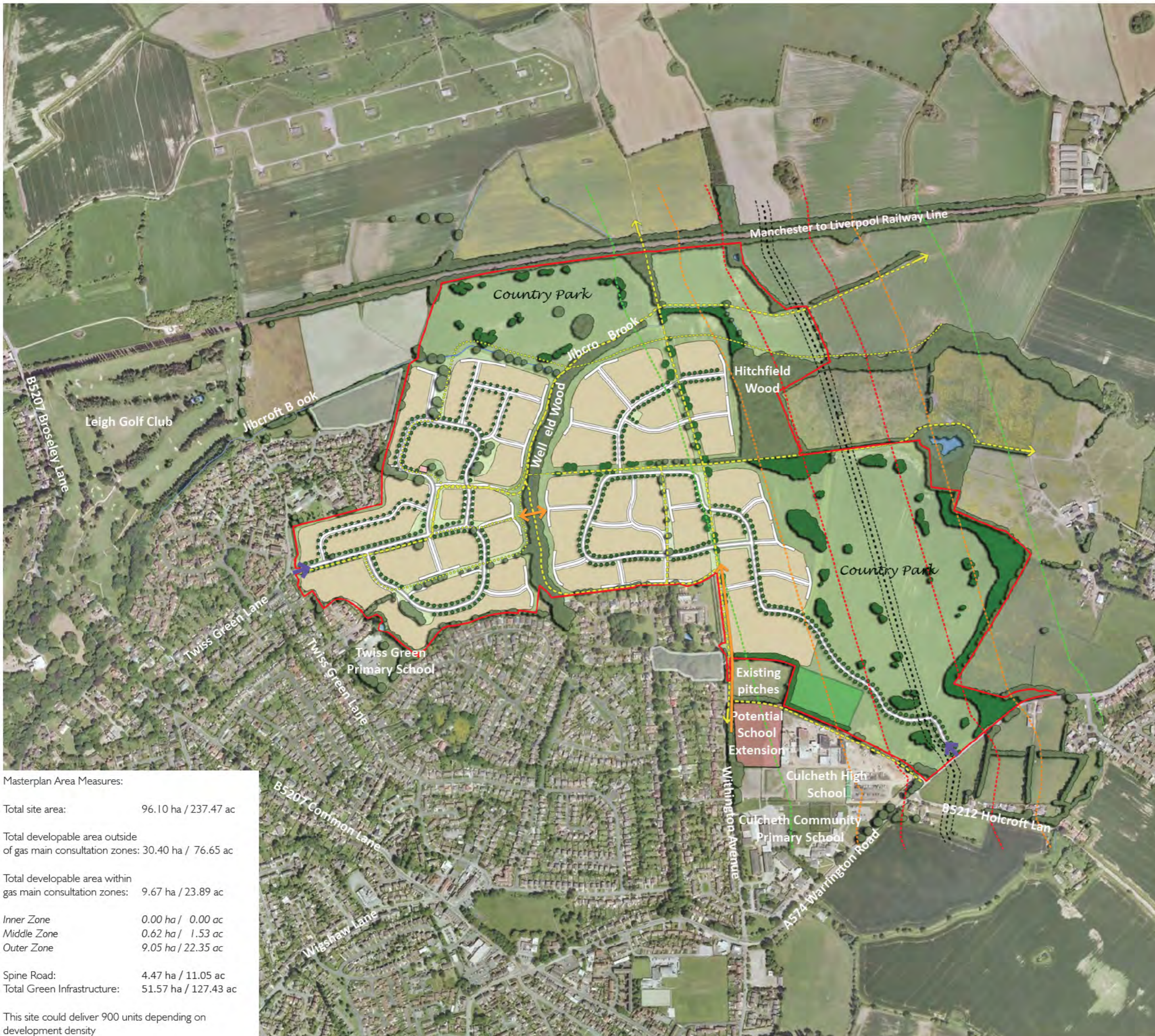
Title:  
**Ecological Constraints Plan**

Drawing Number:  
**G6612.03.002**

Drawn	Checked	Approved	Scale	Date
RE	JS	IH	1:6,000 @A3	07/09/2017

**Key**

- Proposed site boundary
-  Existing vegetation
-  Existing watercourses and waterbodies
-  Proposed woodland buffer
-  Proposed development cell
-  Proposed open space
-  Potential school extension
-  Sites with planning applications / recently developed
-  Proposed new sports pitches
-  Retained PRoWs
-  Proposed pedestrian links
-  Proposed primary road
-  Proposed vehicular access
-  Potential emergency link
-  High Pressure Gas Main & Easement
-  Inner Consultation Zone
-  Middle Consultation Zone
-  Outer Consultation Zone



Masterplan Area Measures:

Total site area:	96.10 ha / 237.47 ac
Total developable area outside of gas main consultation zones:	30.40 ha / 76.65 ac
Total developable area within gas main consultation zones:	9.67 ha / 23.89 ac
<i>Inner Zone</i>	0.00 ha / 0.00 ac
<i>Middle Zone</i>	0.62 ha / 1.53 ac
<i>Outer Zone</i>	9.05 ha / 22.35 ac
Spine Road:	4.47 ha / 11.05 ac
Total Green Infrastructure:	51.57 ha / 127.43 ac

This site could deliver 900 units depending on development density



**Warrington Local Plan Sites**  
**North East Culcheth**  
**Conceptual Masterplan:**  
**Area 1 & 2 with Easements**

Drwg No: 630CC-16	Date: 25.09.17
Drawn by: AH	Checker: SR
Rev by:	Rev checker:
QM Status: Checked	Product Status: Confidential review
Scale: NTS	

# Land North East of Culcheth 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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## Contents

1. Introduction	4
2. Strategic Context and Development Needs	6
3. Local Context and Site Sustainability	11
4. Opportunities and constraints	14
5. Effects of HSE Consultation Zones	16
6. Green Belt Assessment	17
7. The Proposals	18
8. Suitability	22
9. Benefits	25
10. Sustainable and Achievable	26
11. Summary and Conclusions	27
Appendix 1: Sustainability Checklist	28

# 1. Introduction

This Development Prospectus has been prepared by Turley in respect of land north-east of Culcheth. 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 on the Local Plan. It should be read in conjunction with the report entitled Representations to Warrington Local Plan (Regulation 18 consultation) ('main representations') 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 sites, including existing Green Belt land 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 PDO 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 North East of Culcheth

The site is located to the immediate north of the settlement of Culcheth, located within the northern part of the Borough, close to the intersection of the M6 and M62 motorways. The site is well related to the settlement with its southern boundary adjoining existing residential properties, which currently form the settlement boundary in this location, to the south. The site extends to 96.10 ha in total and currently comprises a mix of agricultural land and woodland.

The site is presently designated as Green Belt land within the Warrington Unitary Development Plan (June 2005). Peel considers 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. It will make a positive contribution to the settlement of Culcheth by integrating into the existing settlement retaining and enhancing important features within and surrounding the site.

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 sites 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.

LPAs 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 (WLP) Review consultation invites comments on the subject matters which the Local Plan should consider, the published evidence base and the Council's initial conclusions on development needs to be met over the proposed plan period. A call for sites exercise is also being undertaken as part of the consultation.

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

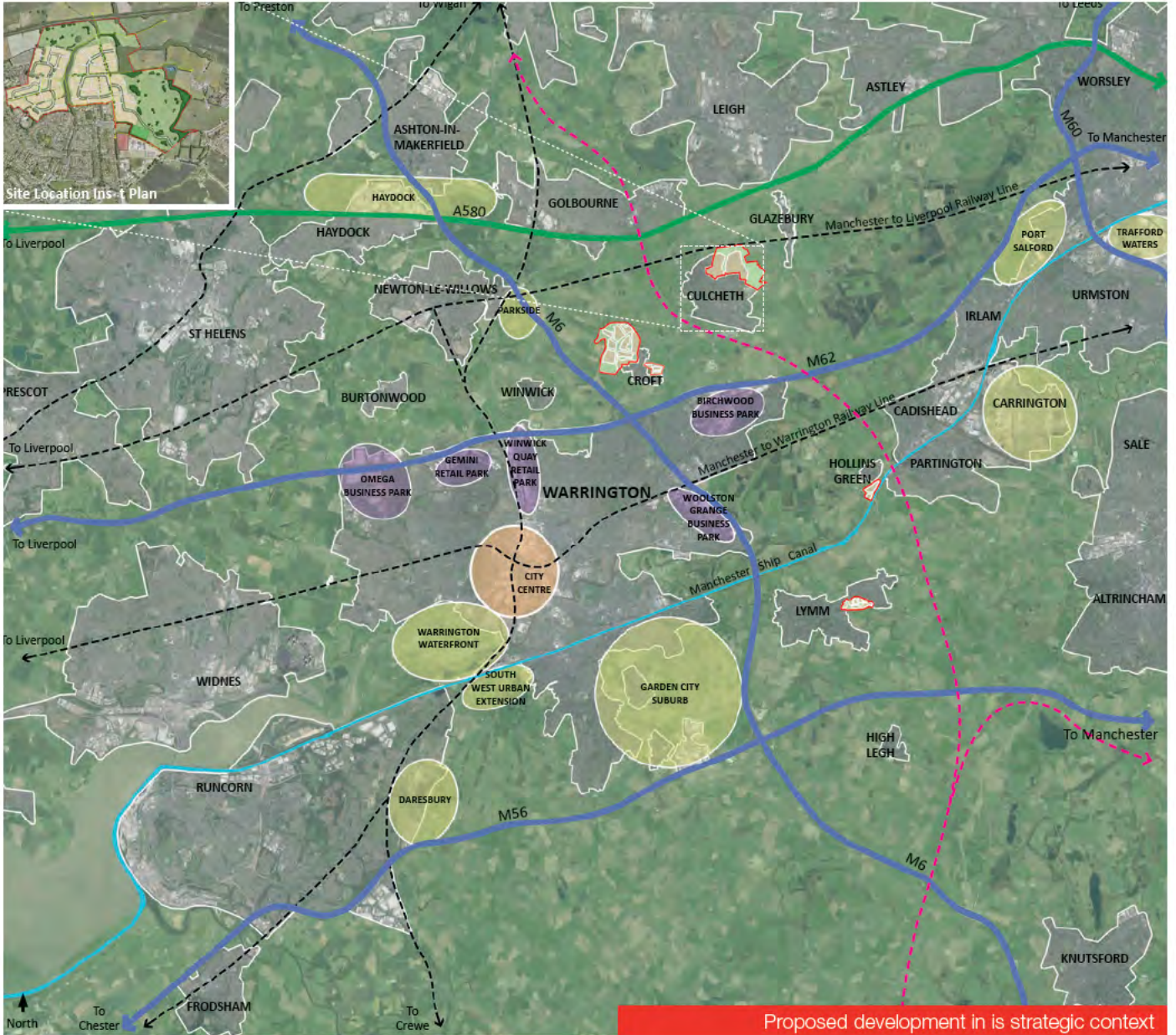
Peel welcomes the progression of the Warrington Local Plan. The realisation of the Warrington New City aspiration sits at the heart of this and underpins the spatial strategy and growth ambitions set out. Warrington New City is about the town realising its full potential; its transformation from a New 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 Culcheth 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
- Indicated proposed HS2 route
- Potential strategic housing sites (green belt release)

## Securing a sustainable future for the settlement of Warrington

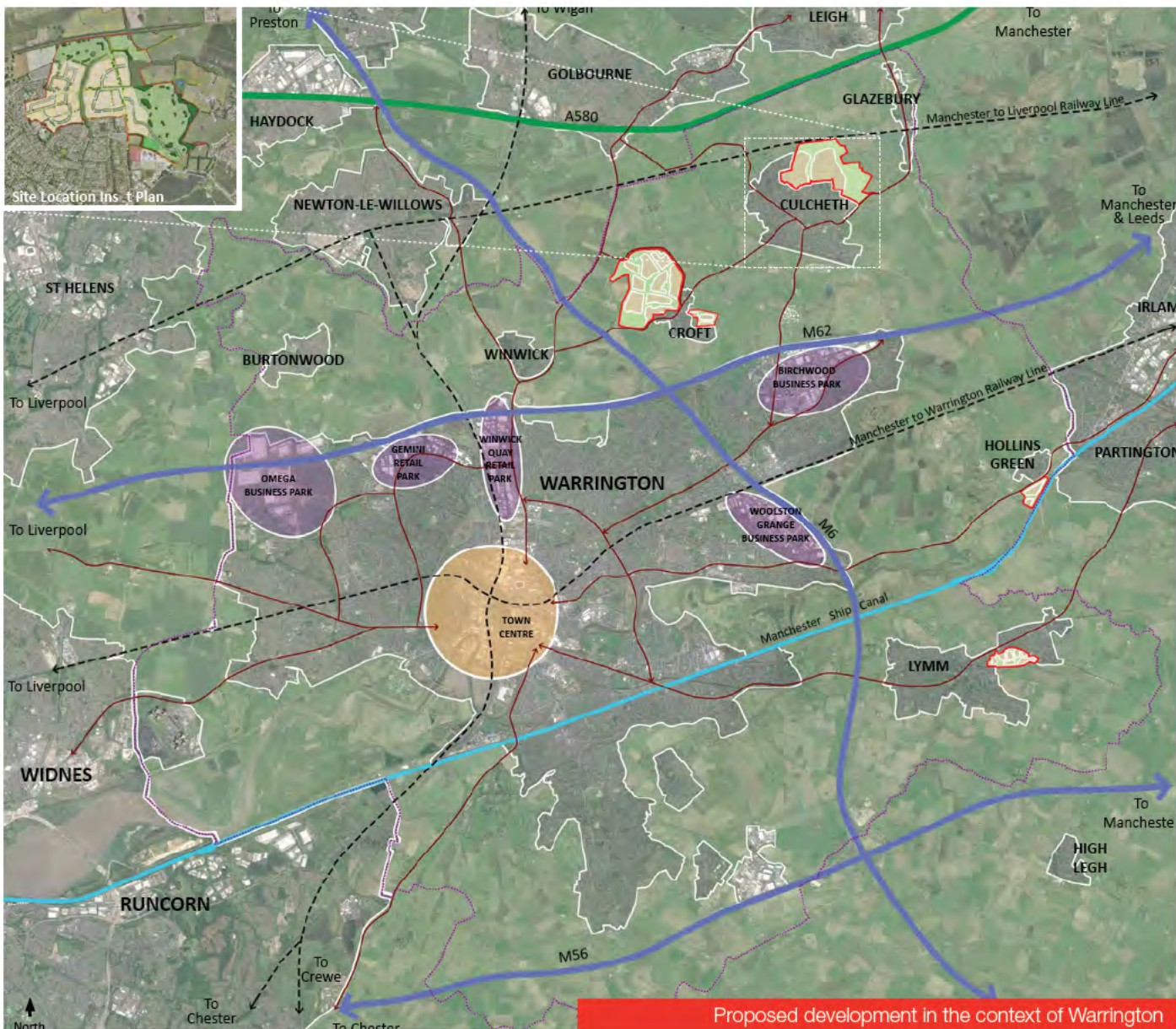
Evidence prepared by Turley (see main planning representations) sets out a case for supporting an increased level of growth within the Outlying Settlements of the Borough to underpin their long term sustainability as places to live and supporting the realisation of New City providing the quality and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

The main planning representations also outline the opportunity which exists to achieve a more sustainable relationship between housing and employment through further consideration of the Borough's economic geography. Whilst there is a long term aspiration to transform the town centre to be the economic driver of Warrington, the Local Plan may need to better reflect the reality of a more dispersed economic footprint and the influence of areas outside of Warrington itself (e.g. on commuting patterns) in determining the most sustainable location for future residential growth. In this regard, it is noted that some of the Borough's key economic drivers, which have a significant bearing on travel patterns, are located in the north of

Warrington (e.g. Omega, Birchwood Park and strategic road connections within Liverpool, Manchester and employment locations beyond Warrington, such as Trafford Park and Parkside). An increased focus on residential development in the north of the Borough would realise significant sustainability benefits in this regard through a more effective co-location of housing and employment and strategic transport connections, reducing travel and congestion on the local and strategic road network in and around Warrington. A sustainable extension to Culcheth would clearly support that having regard to its strategic location in the Borough.

### 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)



**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.

### **Economic Drivers**

Consideration must also be given to the Borough's economic geography and the proposed spatial distribution of new housing. An increased focus on residential development in the north of the Borough would realise significant sustainability benefits through a more effective co-location of housing and employment and strategic transport connections in north of the Borough (e.g. Omega, Birchwood Park and strategic road connections within Liverpool, Manchester and employment locations beyond Warrington, such as Trafford Park and Parkside). This has the potential to reduce travel and congestion on the local and strategic road network in and around Warrington.

### **Local Service Provision**

The growth of the outlying settlement 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.



# 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.

Culcheth is an established settlement located close (c.1.5km) to the north-east of the urban area of Warrington. It lies north-east of the interchange of the M6 and M62 Motorways (known as the Croft Interchange) and close to Birchwood Park, one of the borough's flagship employment locations, recognised as being of 'sub-regional importance' in the adopted Local Plan Core Strategy. It has a population of c. 11,500 and has a wide range of shops, services and facilities.

Culcheth is conveniently located close to the M6 and M62 Motorways and the A580 East Lancashire Road and is close to Birchwood Park, one of the borough's flagship employment locations, recognised as being of 'sub-regional importance' in the adopted Local Plan Core Strategy.

Two bus services serve Culcheth between Warrington town centre and Leigh via the village centre. There are also services to Birchwood Park.

## The Site and its Surroundings

The site encompasses an area of land to the north east of Culcheth, extending north to the Manchester to Liverpool railway line. The site comprises a number of fields currently used for agricultural purposes, separated by remnant hedgerows, with limited hedgerow trees and small pockets of woodland.

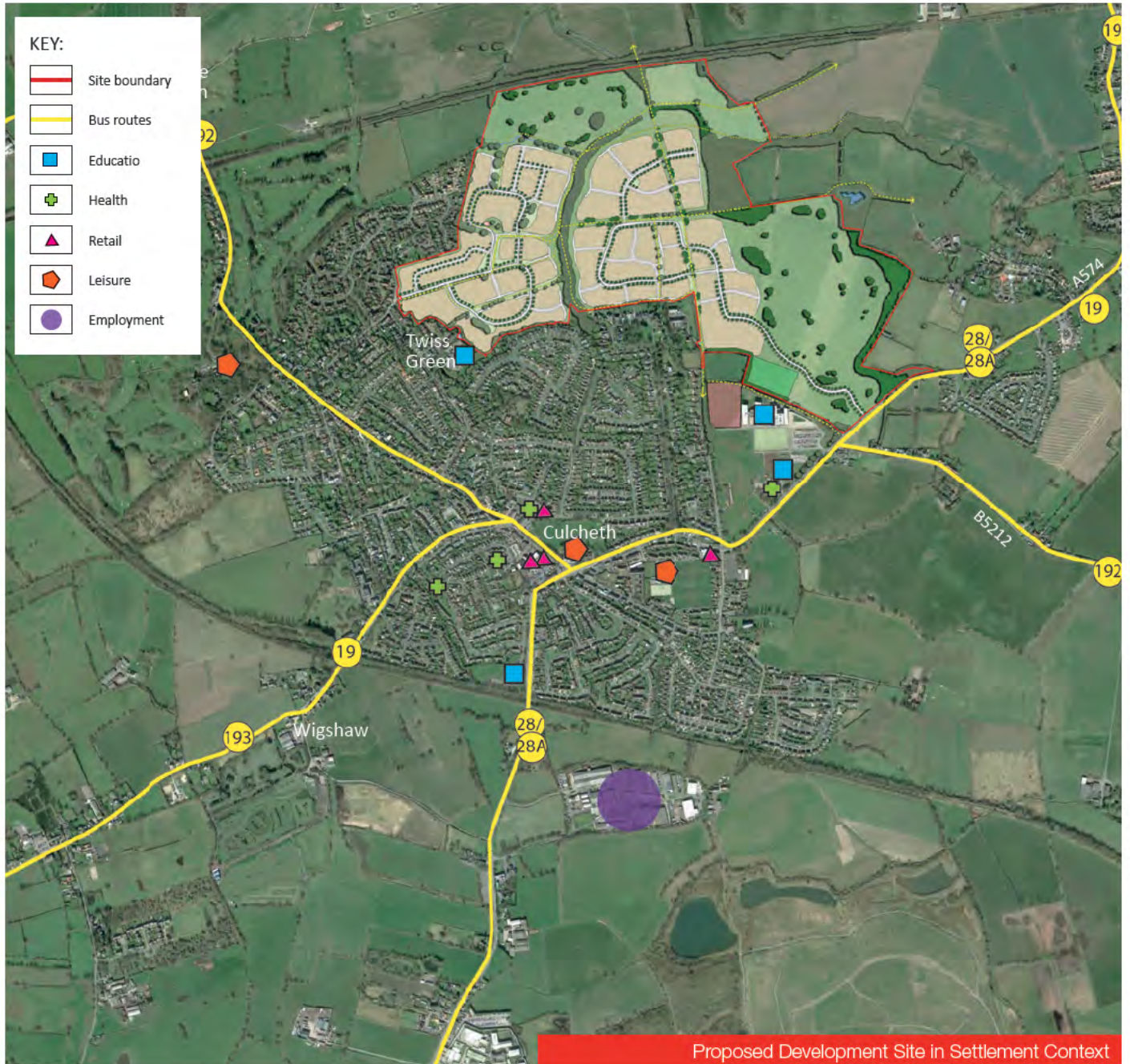
The site is partly bordered by existing housing to the south and west and the Manchester to Liverpool Railway runs east west along the northern boundary. Culcheth High School borders the site to the south east. The Newchurch Hospital

Conservation Area lies close to the western tip of the site and a listed building milestone lies adjacent to the south-eastern site boundary.

The site is well related to existing facilities serving the established local residential area, including a high school, 3 primary schools, two supermarkets, public transport routes, 3 pubs, a youth centre and a range of recreational facilities.

The area falls within the 'undulating enclosed farmland' of Winwick, Culcheth, Glazebrook and Rixton, described in the Warrington Landscape Character Assessment (2007) as '*undulating farmland with a medium to large scale field pattern*'.

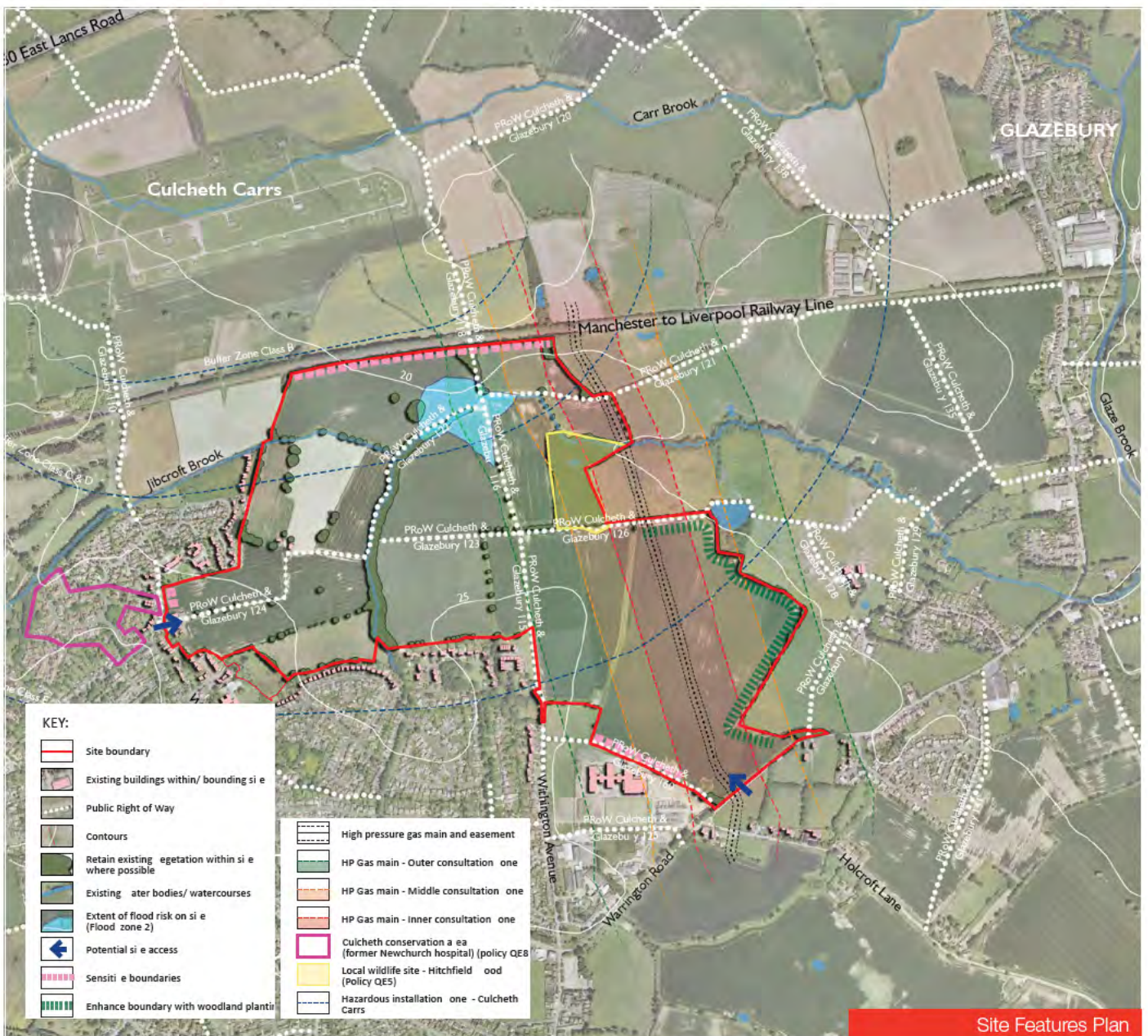
There are two main areas of woodland within the site; Wellfield Wood follows a section of Jibcroft Brook, splitting the site in two, forming a dominant feature within the landscape; and Hitchfield Wood is a well-established area of woodland situated to the north east of the site and is designated as a 'Local Wildlife Site'.





# 4. Opportunities and Constraints

The following plans below 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 the Prospectus.







# 5. Effects of HSE Consultation Zones

A preliminary consultation with the Health and Safety Executive (HSE) indicated that a National High Pressure main passes through the eastern part of the site and this is considered to be a major accident hazard pipeline. The site masterplan has been prepared to accord with the HSE safety zoning. Consequently, the proposed housing will be located in the middle and outer zones, which will comply with the HSE guidelines.

The Glazebury Orica Explosive Storage Depot is located to north of the site and is classed as a major hazard and is subject to separate safeguarding zones. The masterplan ensures that the vast majority of the site is within the outermost of the three explosive safeguarding zones relating to this facility; within which residential development is acceptable. In any event, it is understood that there are plans for the storage depot to close and this will lead to

the withdrawal of the safeguarding zones. The plan below shows the proposed development in the context of these consultation zones and confirms that less than 10% of the development is located in either of the Middle Zones, as permitted by the HSE and set out in its guidance 'HSE's Land Use Planning Methodology'.

Discussions will take place with the HSE to agree this position. There is no health and safety reason to prevent the site being allocated for residential development.

Peel's main representations to the Local Plan Consultation also outline that an extension to Culcheth High School could also be delivered if needed and explain that this would be an acceptable development within the HSE consultation zones, based on HSE guidance.



# 6. Green Belt Assessment

The Council has published a comprehensive Green Belt Assessment as part of the development of the Local Plan. This considers the Green Belt contribution made by defined parcels of Green Belt land across the Borough.

The proposed development site forms part of defined Parcels CH2 to CH7 within the Green Belt Assessment. Contrary to the Assessment's own methodology, these parcels are largely drawn along non-durable boundaries, comprising agricultural field boundaries. In accordance with the Council's own methodology, these parcels (along with Parcels GB9 and GB10) should be redrawn along the Manchester-Liverpool railway line located to the north of Culcheth and then reappraised on this basis.

The implications of this change in respect of the expanded parcels' contribution to each Green Belt purpose, and its overall contribution, are considered below.

## Purpose 2

Whilst this redefined parcel currently forms a gap between Culcheth and Glazebury, it is noted that Glazebury is not defined as a town. As such, and, according to the Green Belt Assessment's own methodology, these parcels, in their expanded form, do not perform a role in separating Culcheth and Glazebury having regard to Purpose 2. The contribution made by these parcels in separating Culcheth and Leigh would be unchanged. As such, their contribution in respect of Purpose 2 would remain as weak.

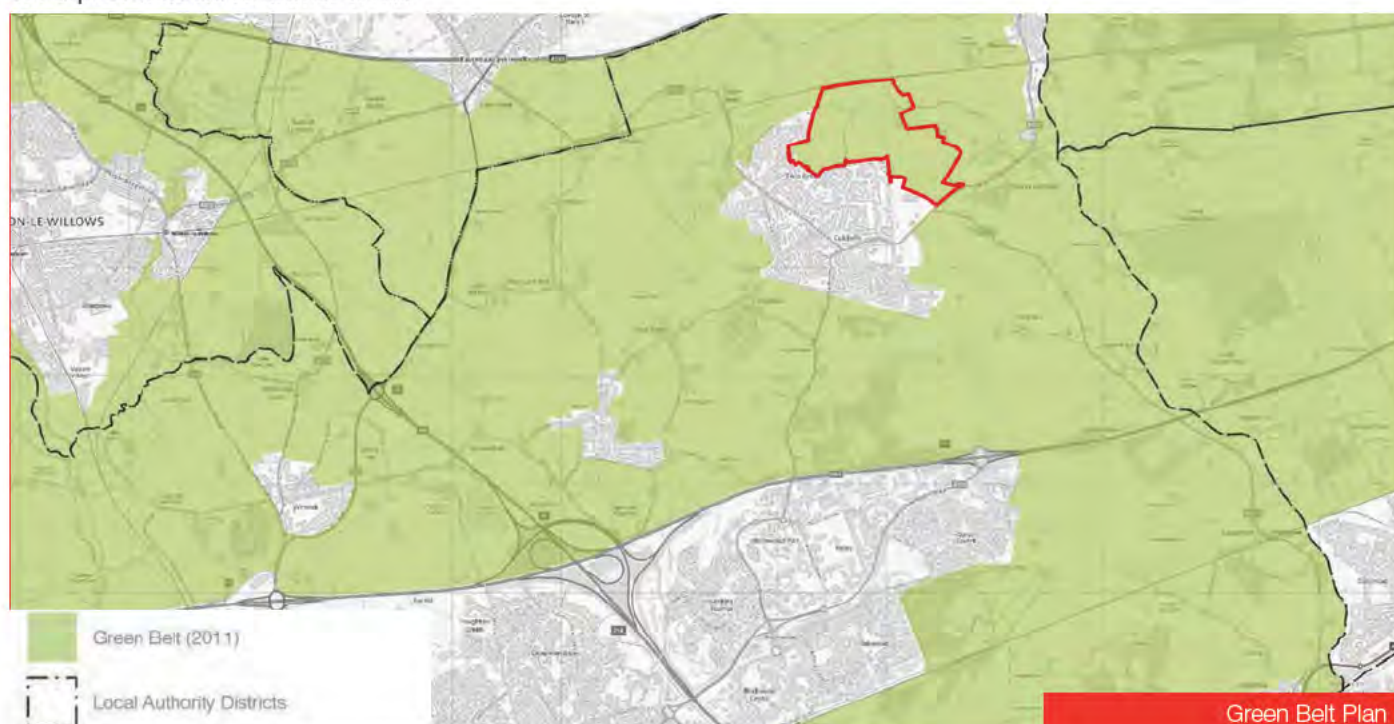
## Purpose 3

In this case, the revised northern boundary to each parcel would become the Liverpool to Manchester railway line. This would constitute a durable boundary for each parcel which, alongside existing durable boundary provided by Warrington Road and the existing settlement of Culcheth, would mean the parcel's contribution to Purpose 3 would be reduced from strong to moderate.

Notwithstanding this, and alternative durable boundary would also be provided by the watercourse running through the parcel as shown on Plan 2, which according to the Green Belt Assessment's own methodology, would comprise a durable boundary. As such if the parcel were assessed on this alternative boundary, it would still only make a moderate contribution in respect of purpose 3.

The overall contribution to the Green Belt would be reduced from strong to moderate as a result.

Notwithstanding this, the masterplan as presented would secure a significant green buffer to the north of the development area which could function as a new country park serving the expanded and existing community. This, along with the railine to the north, would provide a strong and desirable boundary to use the Green Belt to the north of Culcheth.



# 7. The Proposals

The land north east of Culcheth 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. Country park and school extension

- The northern & eastern parts of the site would be maintained as open land and transformed into a Country Park. The existing trees and woodlands would form an integral part of the Country Park landscape with Jibcroft Brook also forming an attractive feature.
- A new woodland buffer along the eastern boundary would screen the site from the wider landscape and improve woodland connectivity within the site. The provision of new sports pitches within the site could facilitate the extension of Culcheth high school.

## 2. Well connected pedestrian network

- A series of green links would provide pedestrian and cycle access to the Country Park for the residents of the proposed development and the existing residents of Culcheth. These green links would be set within wide green corridors and follow the routes of existing Public Rights of Way in places.
- These green links would create an attractive movement network throughout the site and allow the proposed development to integrate with the surrounding residential areas of Culcheth, and the landscape to the north & east.



### 3. Access and road network

- The primary road network would access the site from two separate locations due to Jibcroft Brook and Wellfield Woods slicing the site into two parts.
- The western part of the site would be accessed from Twiss Green Lane, the road would follow the existing track through this part of the site before looping south. An additional loop provides access to the development to the north.
- The eastern part of the site would be accessed from Warrington Road in the south eastern corner of the site. The primary road would then form a loop within the site, providing a separate vehicular circulation that has little interaction with the proposed green links, creating a safe environment for pedestrians, cyclists and road users through a clear movement hierarchy. Potential 3m wide emergency service connections would be provided through Wellfield Woods and from Withington Avenue.



### 4. Development parcels

- The remaining parts of the site would be developed for housing. The development parcels would front onto the Country Park, the primary road network and the proposed green links to create secure development blocks, which would frame the green infrastructure network and provide focal features in views from within the site.
- The existing trees along the field boundaries within the proposed development blocks would be preserved along road corridors to create a mature landscape setting for some of the street scenes, enhancing the character of the proposed residential areas.



## The Masterplan

The site provides the opportunity for the phased release of land over the plan period and beyond. The masterplans below illustrate how this phased release may occur.

The first plan presents a development of approximately 600 residential units providing a country park to the east and making provision for an extension to Culcheth High School



- Key**
- Proposed site boundary
  - Existing vegetation
  - Existing watercourses and waterbodies
  - Proposed woodland buffer
  - Proposed development cell
  - Proposed open space
  - Potential school extension
  - Proposed new sports pitches
  - Retained PPOWs
  - Proposed pedestrian links
  - Proposed primary road
  - Proposed vehicular access
  - Potential emergency link



The second plan shows a development of approximately 900 residential units, providing a larger country park to the north and also making provision for an extension to Culcheth High School

The site provides the opportunity to deliver new housing for Culcheth during the current plan period and in the future through its phased release. This might be achieved by allocating the additional development land shown in the second plan as safeguarded land to meet development needs beyond the plan period.



Key

- Proposed site boundary
- Existing vegetation
- Existing watercourses and waterbodies
- Proposed woodland buffer
- Proposed development cell
- Proposed open space
- Potential school extension
- Proposed new sports pitches
- Retained PRoWs
- Proposed pedestrian links
- Proposed primary road
- Proposed vehicular access
- Potential engineering

# 8. 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 nature conservation designations, however the Hitchfield Wood LWS is located in the north-east of the site. The masterplan will retain this area and ensure that an appropriate buffer is delivered, comprising a green corridor and a country park, to separate the proposed development from this LWS. There is a second LWS (Eleven Acre Common) approximately 800m to the south-west of the proposed site, but given the lack of connectivity between the sites it is unlikely to be negatively impact 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 adverse effects here.

The majority of the site has been identified as being of low ecological constraint, consisting of either arable crop or modified neutral grassland, 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, hedgerows, ponds, 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 compensate 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, ponds to support populations of great crested newts, and habitat for badgers, water voles, otters and brown hares. 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 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) 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>There are small areas of Flood Zone 2 and 3 to the north of the site, close to Jibcroft Brook. These areas have a medium to high probability of flooding and will therefore be excluded from development in the masterplan.</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 of the site and an established Study Area and to assess the value and sensitivity of the site and its immediate surroundings. Following this, the appraisal uses the outcome of the sensitivity assessment to advise on the development potential of the site.</p> <p>The appraisal states that there is nothing to indicate that there is anything about the landscape character of Study Area, which should be considered remarkable or out of the ordinary, with the exception of Holcroft Moss in the very south east of the Study Area, which has national conservation interest and lies 3km from the site. The Study Area identifies some features of value that are site specific and would be subject to further assessment or mitigation measures.</p> <p>The site itself is contiguous with the north-east edge of Culcheth and there is an existing railway along the northern boundary of the site.</p> <p>The proposed masterplan would provide a housing development within a well landscaped setting, with existing landscape features preserved within a Country Park in the north eastern parts of the site, and new woodland and tree planting on the northern and eastern site boundaries.</p> <p>The appraisal concludes there is no reason why a well-designed development that preserves the existing landscape features and Public Rights of Way within a green infrastructure network, and responds sensitively to the setting of the existing conservation area near to the west of the site would have any significant effects on the character of Culcheth or 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 National High Pressure main passes through the eastern part of the site and this is considered to be a major accident hazard pipeline. The site masterplan has been prepared to accord with the HSE safety zoning. Consequently, the proposed housing will be located in the middle and outer zones, which will comply with the HSE guidelines.</p> <p>The Glazebury Orica Explosive Storage Depot is located to north of the site and is classed as a major hazard and is subject to separate safeguarding zones. The masterplan ensures that the vast majority of the site is within the outermost of the three explosive safeguarding zones relating to this facility; within which residential development is acceptable. In any event, it is understood that there are plans for the storage depot to close and this will lead to the withdrawal of the safeguarding zones. The plan below shows the proposed development in the context of these consultation zones and confirms that less than 10% of the development is located in either of the Middle Zones, as permitted by the HSE and set out in its guidance 'HSE's Land Use Planning Methodology'.</p> <p>Discussions will take place with the HSE to agree this position.</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>This site will be served by a range of facilities and services within walking and cycling distance of the site. These include: the primary school and country park on the site; the nearby high school; and education, health, shopping and leisure facilities in Culcheth (including those at the nearby village centre). These will all be within easy walk or cycle ride of residential dwellings and will therefore encourage active travel.</p> <p>The appraisal confirms that access to the site is proposed in several locations and feasibility level designs have been produced and the capacity of these considered. All 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 road network surrounding it. The site at Culcheth affords significant and many opportunities for local active travel making which will reduce traffic flows. Indications of traffic speeds in and around Culcheth show that traffic conditions could not be categorised as severe and the Council's own conclusion is that there is only a small amount of peak hour congestion.</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 combined sewer which runs across the site. 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

This technical assessment demonstrates that the site is not affected by any insurmountable constraints. The masterplan as presented is therefore fully deliverable.

# 9. Benefits

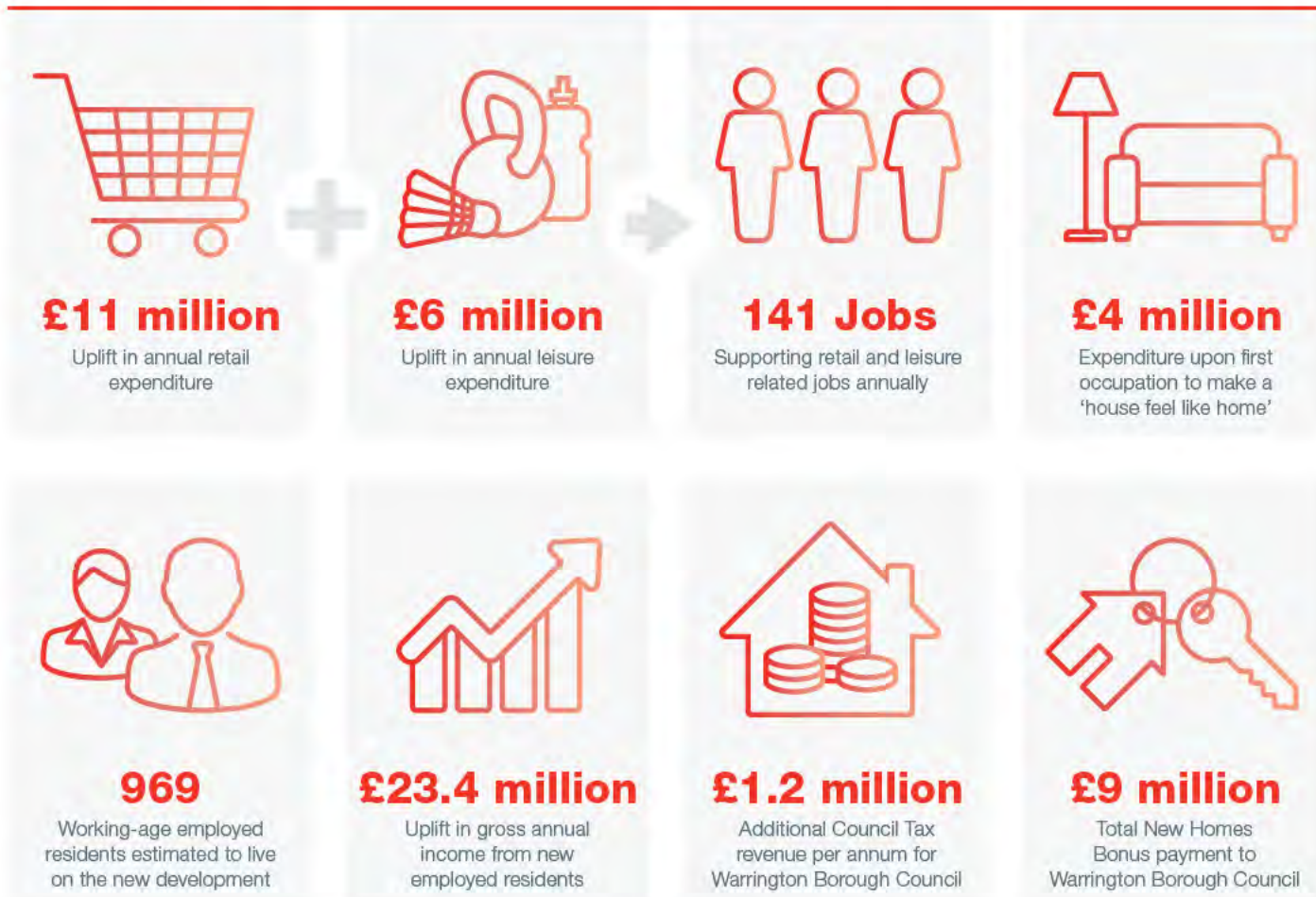
Site: Land North East of Culcheth

Proposed development: c.600 - 900 residential dwellings<sup>1</sup>

## Construction Phase<sup>2</sup>



## Operational Phase<sup>2</sup>



<sup>1</sup> Based on the midpoint of the estimated dwelling range (1,255 - 1,465)

<sup>2</sup> All impacts net additional

<sup>3</sup> GVA (Gross Value Added) measure the value of output created (i.e. turnover) net of inputs used to produce a good or service (i.e. production of outputs). It provides a key measure of economic productivity. Put simply the GVA is the total of all revenue into businesses, which is used to fund wages, profits and taxes.

# 10. Sustainable and Achievable

## New Homes for Culcheth

The site presents a sustainable and achievable development opportunity comprising residential development and a large country park. It is capable of accommodating in the region of 900 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 Culcheth whilst maintaining a positive contribution to the long term sustainability of Culcheth 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 Culcheth and which is integrated with it.

The concept masterplan provides a framework which responds to its context. It purposely provides a substantial landscape buffer to the outer edges of the site, in the form of the country park, with enhanced structural landscaping, particularly to the eastern boundary. Existing features are retained and enhanced, for example by incorporating Wellfield Wood and existing hedgerows / field boundaries in the green infrastructure which shapes the site layout. This network runs through the site and links Culcheth with the wider countryside beyond. The development also provides the opportunity to deliver an extension to Culcheth High School to secure additional secondary school capacity if needed to serve Culcheth and the north of Warrington.

## 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

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.





# 11. Summary and Conclusions

This development prospectus sets out a vision and masterplan for the sustainable development of land north-east of Culcheth. 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 country park. It presents the opportunity to create a new community, but one which is integrated with Culcheth. Existing natural features will be retained and enhanced within and surrounding the site. New service provision will be secured whilst existing provision can be enhanced.

The concept masterplan presented within the document provides a framework which responds to its context. It demonstrates that site is capable of accommodating around 900 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.

In the absence of any significant or unusual infrastructure to enable it to be delivered and given the strength of the market area the site is therefore readily deliverable over the plan period.

# Appendix 1:

## Sustainability Checklist

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



## 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 country park, 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 Culcheth.
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 (Culcheth). 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>Culcheth 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 Culcheth 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 480 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 Culcheth.
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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. This includes the provision of a significant country park and retention of existing landscape features across the sites as well as the opportunity to incorporate SUDs into the scheme.

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.

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 presents an appropriate framework for this.

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

## 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.



**Key**

- Proposed site boundary
- Existing vegetation
- Existing watercourses and waterbodies
- Proposed woodland buffer
- Proposed development cell
- Proposed open space
- Potential school extension
- Sites with planning applications / recently developed
- Proposed new sports pitches
- Retained PRowS
- Proposed pedestrian links
- Proposed primary road
- Proposed vehicular access
- Potential emergency link



**Masterplan Area 1 Measures:**  
 Developable area: 25.74 ha / 63.60 ac  
 Spine Roads: 3.79 ha / 9.37 ac  
 Green Infrastructure: 29.33 / 72.48 ac

This development area could deliver 600 units at a density of 23 units per ha / 9 units per ac



**Warrington Local Plan Sites**

North East Culcheth  
Conceptual Masterplan:  
Area 1

Drwg No: 630CC-12A	Date: 21.09.17
Drawn by: SR/AH	Checker: SR
Rev by:	Rev checker:
QM Status: Checked	Product Status: Confidential Review
Scale: NTS	