

[REDACTED]

As a group of residents from Higher Lane / Manor Road / Crouchley Lane wishing to respond fully to the 'preferred option' of Warrington Local Plan, we commissioned the services of a qualified Highway's Engineer to assess the highways implications for the above submission lodged under the call for sites.

Unlike the three other professional reports we have recently submitted, the author of these findings wishes to remain anonymous.

Please see attached documents.

Could you kindly acknowledge receipt of this email and confirm you able to access the attachments.

thanks

[REDACTED]

This response specifically relates to; -

[R18/076 or SHLAA2901 – Land to the East of Crouchley Lane. Part of parcel of Land LY22'](#)

Capacity improvements would be required at the junction of Crouchley Lane and Higher Lane as right turning vehicles occasionally block eastbound vehicles. Any significant development on the subject site will significantly increase flows at this junction and exacerbate the issue. It has not been demonstrated that appropriate capacity improvements can be made to the junction. Modifications would be required to footways, the nearby bus stop and road markings.

On-street parking occurs at the junction of Crouchley Lane and Higher Lane which limits the operating capacity of the junction. If development of the subject site was to proceed, Traffic Regulation Orders (TROs) will likely be required at the junction to ensure the junction operates safely with the development in place. Local residents and businesses will likely object to the implementation of any TROs and as such there is no guarantee that that these can or will be implemented which calls into question whether any proposed residential scheme on the subject site is deliverable.

Crouchley Lane is narrow. The currently available adopted public highway varies in width between the site frontage and the junction of Higher Lane. For example, it narrows to approximately 7.8 metres at the western end of the site frontage and to circa 7.4 metres outside number 37 Crouchley Lane. In addition, the existing pedestrian facilities along Crouchley Lane are inadequate (i.e. narrow and non-existent along parts of the northern / eastern side of Crouchley Lane) and would therefore need to be improved / widened if traffic flows along Crouchley Lane were set to increase (for example, as a result of any redevelopment of the subject site) particularly given the proximity of the route to a number of sensitive receptors including Lymm Rugby Club, Lymm Dam / Woodland Park and St Mary's Pre-School. The required improvements to the pedestrian facilities along Crouchley Lane would potentially limit the carriageway width to circa 5.0 metres (or narrower) in places. This is an important consideration for the following reasons.

Warrington Borough Council's Design Guide 'Residential and Industrial Estate Roads' (dated 2008) (hereinafter referred to as 'the Design Guide'), which may or may not have been superseded, provides an indication of acceptable minimum carriageway widths for a range of road types. According to the Design Guide, for a Local Distributor Road serving over 300 dwellings, the minimum carriageway width should be 6.75 metres and footways of 2.0 metres wide (minimum) should be provided on both sides of the carriageway. This results in a total highway width of 10.75 metres.

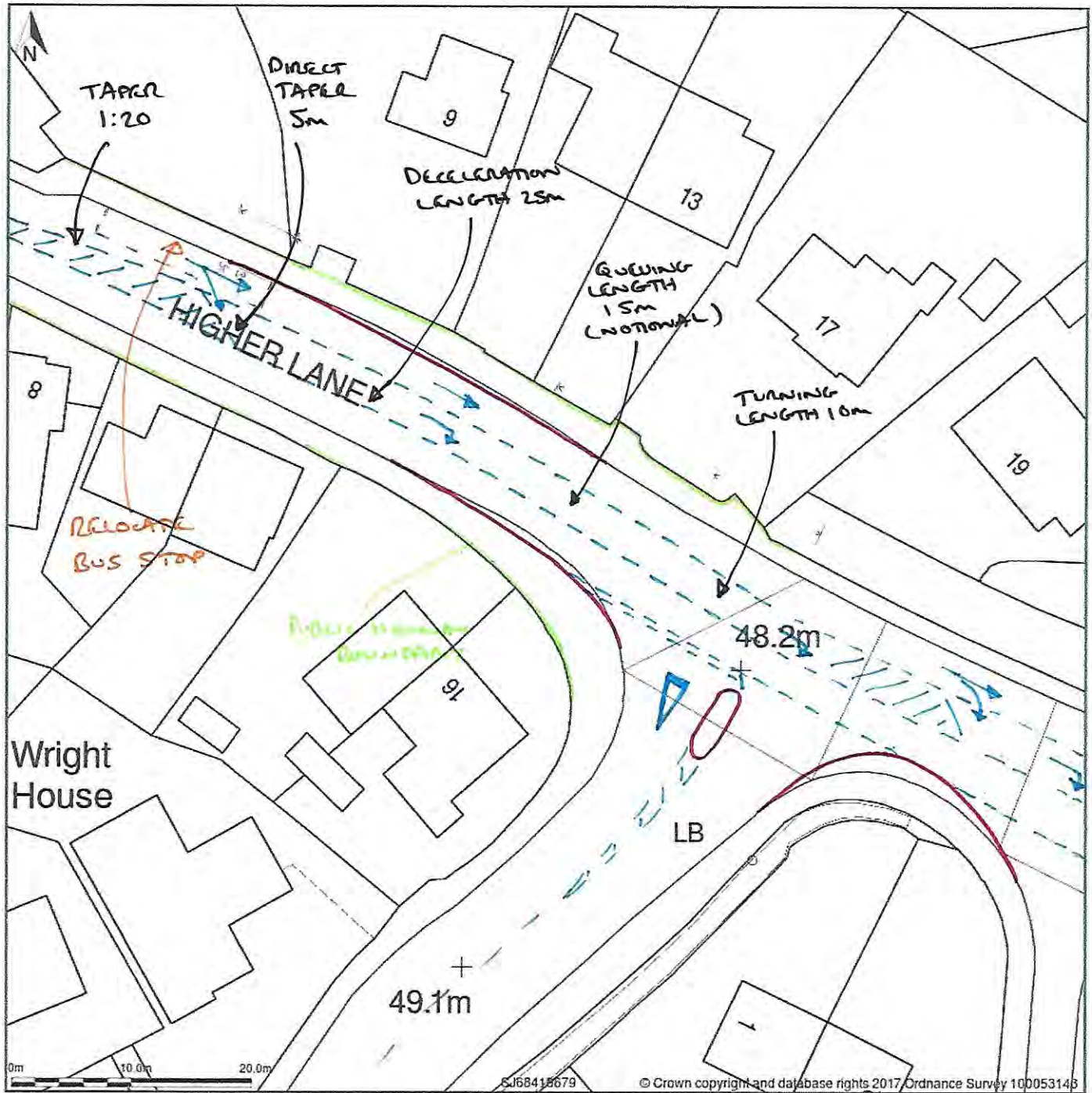
For Major Residential Access Roads serving between 50 and 300 dwellings, according to the Design Guide, the minimum width of the carriageway should be 5.5

metres and footways of 2.0 metres wide (minimum) are required on both sides. This gives a total highway width of 9.5 metres. It is clear from the above description of Crouchley Lane that the route is not wide enough to serve any significant additional residential development.

In addition to the above, the section of Crouchley Lane between the subject site frontage and Higher Lane is not subject to any parking, loading or waiting restrictions. On-street parking occurs on Crouchley Lane during the week and particularly at the weekend. This reduces the operating carriageway width to one-way working in places. Any increases in traffic flows along Crouchley Lane are likely to result in highway safety issues including potential conflicts between vehicles and pedestrians including vulnerable footway users (e.g. children) travelling to the nearby Rugby Club, Lymm Dam and / or the nearby pre-school. While a TRO may, to some extent, alleviate any potential highway issues, there is no guarantee that a TRO would be successful / could be implemented as local residents and businesses are likely to object to such proposals.

The redevelopment of the subject site for circa 300 dwellings would significantly increase traffic flows on Crouchley Lane which could have a severe impact on pedestrian amenity and potentially other environmental issues given the proximity of the route to the rugby club and pre-school, referred to earlier. Given the constraints along Crouchley Lane described above, it may not be possible to mitigate the environmental impacts of any development on the subject site and therefore it may not be possible to deliver any redevelopment proposals on the subject site.

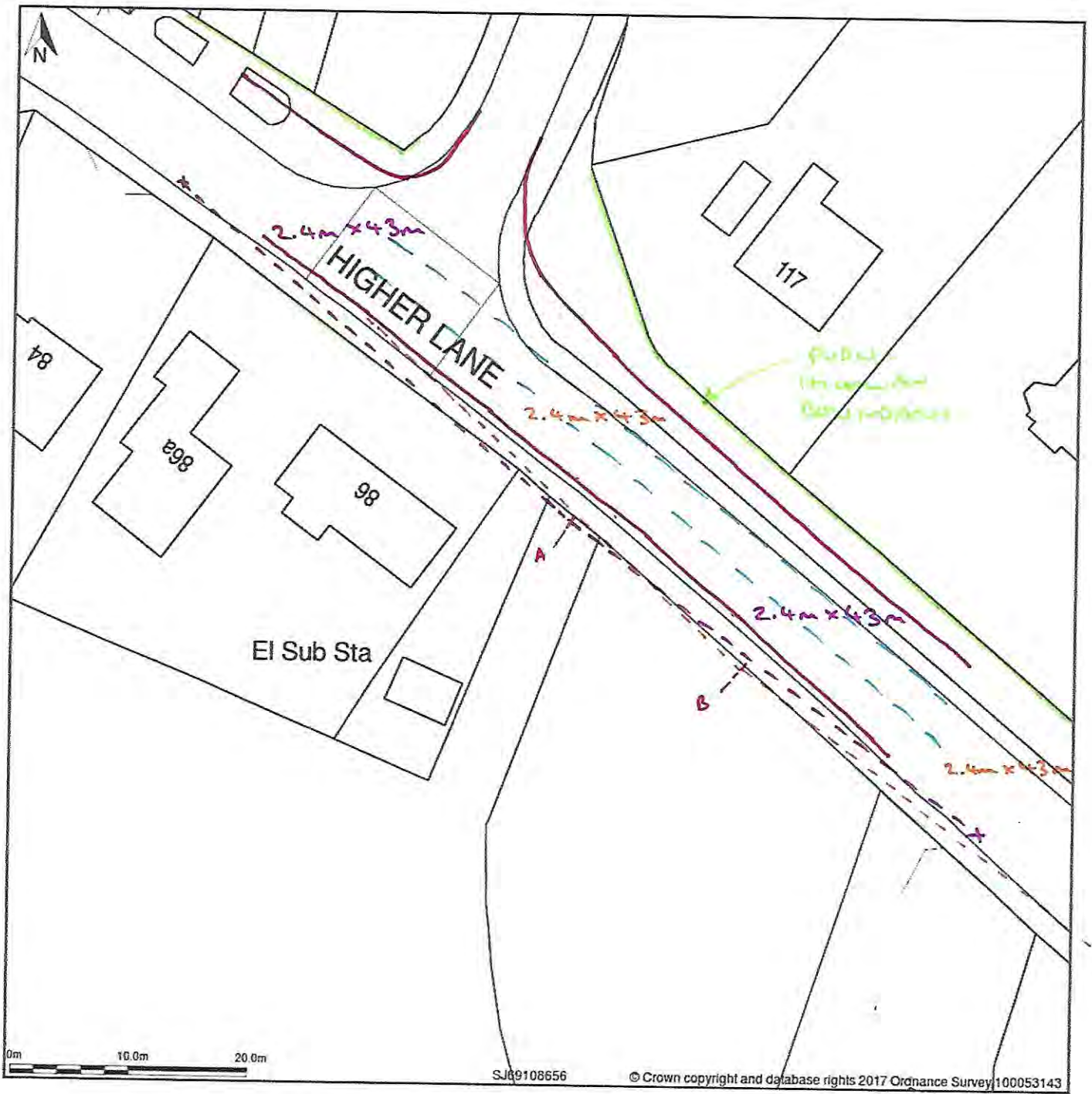
It is noted that the subject site has frontage onto Higher Lane adjacent to the junction of Woodland Avenue. However, the frontage is not wide enough to provide an adequate access road or junction with Higher Lane and visibility splays will pass over third party land / land not within the subject site boundary or adopted public highway. Furthermore, the proximity of the junction of Woodland Avenue will limit the amount of space that could be provided for vehicles waiting to turn right into the subject site. Given the above, the impact on the free flow of traffic flows along Higher Lane would be significant if an access was to be created at the Higher Lane frontage.



Block Plan shows area bounded by: 368369.4, 386749.54 368459.4, 386839.54 (at a scale of 1:500), OSGridRef: SJ68418679. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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Block Plan shows area bounded by: 369057.11, 386521.61 369147.11, 386611.61 (at a scale of 1:500), OSGridRef: SJ89108656. The representation of a road, track or path is no evidence of a right of way. The representation of features as lines is no evidence of a property boundary.

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