

**Subject:**

FW: Local Plan Representation - Land at Cherry Lane Farm

**From:** Gill, Stephen (Avison Young - UK) [REDACTED]

**Sent:** 17 June 2019 19:36

**To:** Local Plan [REDACTED]

**Subject:** FW: Local Plan Representation - Land at Cherry Lane Farm

Dear Sir or Madam,

Following the earlier submission of a Representation for the site at Cherry Lane Farm as set out below, please find enclosed a copy of a Transport Site Appraisal that should accompany that Representation sent. Please could you ensure that both documents are put together.

Should you any queries, please do not hesitate to contact me.

Yours Faithfully,

Stephen Gill.

**Stephen Gill**

Planner  
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[REDACTED]

**Subject:** Local Plan Representation - Land at Cherry Lane Farm

Dear Sir or Madam,

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Please find enclosed, a copy of a representation being made to the Warrington Local Plan Submission Version for the site at Cherry Lane Farm, Warrington. This e-mail contains an attachment to the Representation and in addition a link to the document.

If you would like to discuss the information submitted further or you have any other queries, please do not hesitate to contact me.

[Redacted]

Yours Faithfully,

Stephen Gill

**Stephen Gill**  
Planner

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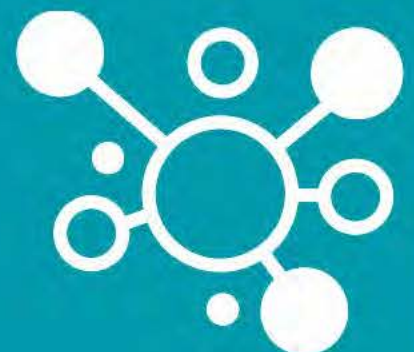
Client:  
**Richborough Estates**

Project:  
**Lymm  
Warrington**

Project No:  
**T19558**  
Report Title:  
**Site Appraisal**

Prepared by: JP  
Authorised by: GM  
Rev:  
Date: 15<sup>th</sup> June 2019

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# 1.0 Introduction

## Background

- 1.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates Ltd to provide transport advice for a proposed residential development on land off Cherry Lane, Lymm; the site location is shown on **Figure 1.1**.
- 1.2 This report will form part of Richborough Estates' representations to the Warrington Borough Council (WBC) Local Plan.
- 1.3 The context within which this report needs to be considered is Policy DEV1 of the WBC 'Proposed Submission Version Local Plan 2019', which identifies a minimum of 430 residential dwellings are to be delivered on allocated sites to be removed from the Green Belt adjacent to the settlement of Lymm.

## Structure of the Report

- 1.4 This report is intended to confirm the delivery of the site in terms of access, as well as considering the potential wider highway network impacts.
- 1.5 This report also provides a brief review of the sites currently included within the WBC 'Proposed Submission Version Local Plan 2019', using the same criteria relating to access and wider highway network impacts.
- 1.6 Following this introduction, the report is set out as follows:
  - Chapter 2 – Reviews the access opportunities and constraints in respect of the proposed Lymm allocation sites;
  - Chapter 3 – Reviews the potential traffic impact of the proposed Lymm allocation sites;
  - Chapter 4 – Provides an appraisal of the Cherry Lane site;
  - Chapter 5 – Provides a summary and conclusion.

## Limitations of the Report

- 1.7 This report has been undertaken at the request of Richborough Estates Ltd, thus should not be entrusted to any third party without written permission from Hub Transport Planning Ltd. However, should any information contained within this report be used by any unauthorised third party, it is done so entirely at their own risk and shall not be the responsibility of Hub Transport Planning Ltd.
- 1.8 This report has been compiled using data from a number of external sources (such as TRICS, local authority websites and public transport information); these sources are considered to be trustworthy and therefore the data provided is considered to be accurate and relevant at the time of preparing this report.

## 2.0 Site Access Opportunities and Constraints

### Introduction

- 2.1 This chapter of the report provides a review of the deliverability of access for the sites currently included within the WBC 'Proposed Submission Version Local Plan 2019'.
- 2.2 The site locations are provided in **Figure 2.1**; it should be noted that this includes the site to the east of Cherry Lane (the Richborough site) for comparison purposes.
- 2.3 In respect of the Cherry Lane site, this is considered in more detail within Chapter 4 of this report; however, at this stage, our view is that site access is deliverable subject to some tree/hedgerow removal (or translocation of the latter) along the site frontage to achieve the required visibility splays.
- 2.4 Site visits have been undertaken to observe the local highway network and to consider the vehicle and pedestrian access options.
- 2.5 For the purpose of the feasibility analysis within this report, it has been assumed that 85<sup>th</sup> percentile speeds and visibility splay requirements for 20mph and 30mph speed limits are based on MfS guidance which, without the benefit of speed data, would require 33m and 59m splays respectively.
- 2.6 Where appropriate, it would be expected that existing 30mph speed limits would be extended via a Traffic Regulation Order (TRO) as part of the development proposals.
- 2.7 It should also be noted that all access proposals would require confirmation via topographical survey, land/highway boundary ownership and speed surveys.

### Site 1 – Massey Brook Lane

- 2.8 Site 1 is located at the western edge of Lymm and is bounded by Massey Brook Lane, Camsley House Farm and footpath no.6.
- 2.9 The site is identified in the WBC proposed plan as being capable of delivering a minimum of 60 residential dwellings.
- 2.10 Massey Brook Lane measures c.5.0m in width and would provide the access point for this site.
- 2.11 To the west of the site, Massey Brook Lane is c.4.5m in width; therefore, it is considered that the priority junction with the A56 (to the east) would take the vast majority of the traffic to/from the development.
- 2.12 Massey Brook Lane forms part of the National Trail with a footway along the southern edge connecting to the A56 and centre of Lymm to the east of the site.
- 2.13 The Massey Brook Lane approach arm to the junction with the A56 is situated at a gradient and at an acute angle to the major carriageway which results in vehicles movements to/from the west on the A56 being onerous to undertake in order to enter and exit the minor arm.
- 2.14 Our view is that a significant intensification of traffic movements at this junction requires considerable additional analysis due to the angle of entry/exit and the existing conflicts that are present at the junction – namely, back-

to-back ghost-island right-turn lanes, a car wash and two bus shelters – prior to confirming whether safe and suitable access is achievable.

- 2.15 The WBC proposed plan highlights that “*appropriate access arrangements for the site*” need to be ensured; however, given the layout of the existing junction with the A56 and the level difference as Massey Brook Lane falls towards the site, this is far from straightforward and by no means certain in our view.

### **Sites 2 and 3 – Pool Lane/Warrington Road**

- 2.16 Sites 2 and 3 are located on the northwest edge of Lymm; Site 2 is Pool Lane and identified in the WBC proposed plan as being capable of delivering a minimum of 40 residential dwellings, whilst Site 3 is Warrington Road and is identified as being capable of delivering a minimum of 130 residential dwellings.
- 2.17 Therefore, a minimum of 170 dwellings is intended to be delivered by these two sites combined.
- 2.18 The Pool Lane site is bounded to the north by agricultural fields, to the south by Warrington Road, to the west by Pool Lane and to the east by existing residential dwellings.
- 2.19 The Warrington Road site is bounded to the north by Warrington Road, to the south by the Trans Pennine Trail/NCN Route 62 and to the east by Statham Community Primary School and existing residential dwellings.
- 2.20 It is considered that suitable locations for access to these two parcels of land could be provided via priority junctions, mid-way along Warrington Road, ensuring suitable nearside junction spacing with Pool Lane and opposite junction spacing with each other.
- 2.21 Direct access to Pool Lane is not considered to be feasible due to the narrow carriageway width.
- 2.22 Warrington Road is c.6.0m in width and subject to a 30mph speed restriction in the vicinity of the site. The site is situated along a long straight road and as such is considered that appropriate visibility splays are likely to be achievable.
- 2.23 It is important to note that some tree/hedgerow removal (or translocation of the latter) along the site frontage may be required to achieve these splays.
- 2.24 There is no existing footway provision along the southern edge of Warrington Road, along the site frontage, or along the verge area from outside the school up to the sites’ eastern boundary.
- 2.25 Whilst there are footways measuring c.1.5m opposite the site and along the northern side of Warrington Road, footway provision should be provided for the Warrington Road site, as this would create a direct route for pedestrians to local facilities and remove the need to cross the road.
- 2.26 Assuming the verge is highway land, it is likely that adequate footway provision could be delivered with the removal of existing trees/hedgerow (or translocation of the latter); however, it is considered more likely that a pedestrian route would be provided behind the trees and hedgerow (within the site), connecting at the northeast corner of the site to new footway provision within the much wider verge outside the school.
- 2.27 As indicated above, the Warrington Road site also abuts the Trans Pennine Trail/NCN Route 62 to the south and it would be expected that, subject to confirmation of land ownership, direct connections would be made to that route along the southern boundary of the site.

**Site 4 – Rush Green Road/Tanyard Farm**

- 2.28 Site 4 is located on the northeast edge of Lymm, to the south of Rush Green Road, and currently benefits from an existing access road measuring c.5.5m width. It should be noted that there are no existing footways provided along this access road, albeit the corridor width available suggests footways would be deliverable.
- 2.29 The site is identified in the WBC proposed plan as being capable of delivering a minimum of 200 residential dwellings plus health care provision.
- 2.30 The junction is located approximately 40m west from an existing priority junction serving a supermarket.
- 2.31 Rush Green Road is a single carriageway road of around 6.0m width with a footway on the southern side of some 1.5 to 1.8m width.
- 2.32 It is considered that the required visibility splays are likely to be achievable; however, it should be noted that the (assumed) highway verge to the west appears to be much narrower and on the inside of a bend.
- 2.33 Therefore, should recorded speeds be significantly higher than the prevailing speed limit, there may be some difficulties achieving the required visibility splay to the west of the site access junction.
- 2.34 Pedestrian connectivity is provided on the southern side of Rush Green Road to the west and on both sides to the east. The southern frontage of the site abuts the local walk and cycle route along the northern side of the Bridgewater Canal.

**Summary**

- 2.35 The above assessment provides a brief review of the access opportunities and constraints for each of the sites in the WBC proposed plan.
- 2.36 **Table 1** below summarises our view regarding the expected ease of delivering access to the Lymm sites within the WBC proposed plan, plus the Cherry Lane site (for comparison purposes).
- 2.37 Green indicates a relatively straightforward provision, amber indicates potential constraints that could require some significant works or third-party land requirements, and red indicates that there are potentially severe constraints and thus delivery of a suitable access may not be achievable.

**Table 1 – Access Deliverability**

Development Site (WBC Plan)	Ease of Deliverability
1	<b>Red</b>
2/3	<b>Green</b>
4	<b>Amber</b>
Cherry Lane	<b>Green</b>



## 3.0 Traffic Impact

### Methodology

- 3.1 This chapter of the report provides a review of the likely traffic impact of each of the Lymm sites detailed in Chapter 2.
- 3.2 For the purpose of the analysis, a generic two-way vehicle trip rate of 0.6 has been applied to the four sites (sites 2 and 3 are combined due to their close proximity to one another on opposite sides of the same road), in order to generate the likely peak hour vehicle movements.
- 3.3 As detailed above, Site 1 is intended to deliver a minimum of 60 dwellings, Sites 2 and 3 combined are intended to deliver a minimum of 170 dwellings, whilst Site 4 is intended to deliver a minimum of 200 dwellings plus a new health care facility.
- 3.4 For comparison purposes, the Cherry Lane site is considered to be capable of delivering c.170 dwellings plus land provided for community use and a country park.
- 3.5 The predicted development traffic generated by each site has been distributed across the highway network using 2011 Census (O/D) Travel to Work data, using Warrington as the place of residence: MSOA area – Warrington 021).
- 3.6 Full details are provided as **Appendix A** to this report.
- 3.7 Traffic has then been assigned across the highway network for each of the option sites using an appropriate online route mapping tool and knowledge of the existing area.
- 3.8 The distribution/assignment diagrams are provided as **Appendix B** to this report.
- 3.9 Site observations during peak periods indicate that the Elm Tree Road and Eagle Brow junctions are operating with queues and delays.
- 3.10 We have also interrogated the Crashmap website and it is evident that there have been a number of slight and serious accidents along the A56, but particularly between the junction at the northern end of Cherry Lane, and the junction at the southern end of Rectory Lane; in addition, there have been accidents along Eagle Brow and in the vicinity of the village centre.
- 3.11 Therefore, we consider it important to highlight where a significant percentage of peak hour vehicle trips are expected to assign through the centre of Lymm, and particularly along the A56.
- 3.12 It should be noted that for all four sites, 10% of the vehicle trips are forecast to remain within Lymm Village Centre and, as such, our comparison excludes this traffic as it applies equally to all of the sites.]
- 3.13 It should also be noted that, due to rounding, in some cases the total distribution/assignment percentage does not equate to 100% exactly.

### Cherry Lane

- 3.14 The distribution/assignment of vehicle traffic and likely impact of the Cherry Lane development site is considered in more detail in Chapter 4 of this report.

**Sites 1 to 4**

- 3.15 The distribution/assignment diagrams provided with **Appendix B** are summarised in **Table 2** below.
- 3.16 The table shows the site number, site location (relative to the centre of Lymm), the expected development size, and the percentage impact through the centre of the village and/or along the A56 corridor (whether crossing the A56, or travelling along it).

**Table 2 – Lymm/A56 Corridor Impacts**

Development Site (WBC Plan)	Site Location	Size of Development (Number of Dwellings)	Traffic Impact
1	West	60 +	77%
2/3	Northwest	170 +	16%
4	Northeast	200 +	23%
Cherry Lane	Southwest	c.170	16%

- 3.17 Table 2 shows that, in general terms, sites to the northwest, northeast and southwest of Lymm are forecast to have significantly lower impacts on the centre of Lymm and/or the A56 corridor, in percentage terms.
- 3.18 Clearly, the larger the potential development size, the more significant the impact is expected to be; therefore, a high percentage impact may not necessarily translate into significant capacity issues.
- 3.19 Nonetheless, given the existing traffic conditions observed within the centre of Lymm during peak periods, minimising the potential impacts on the centre (and the A56 corridor) is an important consideration.
- 3.20 It is worth noting the potential impacts alongside the access deliverability, i.e. combining Tables 1 and 2 together.
- 3.21 To this end, **Table 3** below incorporates the colour-coding from the access deliverability analysis (Table 1) into the above table.

**Table 3 – Lymm Combined Site Access and Corridor Impacts**

Development Site (WBC Plan)	Site Location	Size of Development (Number of Dwellings)	Traffic Impact
1	West	60 +	77%
2/3	Northwest	170 +	16%
4	Northeast	200 +	23%
Cherry Lane	Southwest	c.170	16%

- 
- 3.22 Table 3 indicates that the two most appropriate sites to deliver residential development, in respect of ease of site access deliverability and lowest traffic impact on Lymm and the A56 corridor, are the Pool Lane/Warrington Road and Cherry Lane sites.
  - 3.23 These two sites could deliver a minimum of 340 out of the proposed 430 dwellings (minimum) within the WBC plan.
  - 3.24 However, noting that the WBC plan indicates a 'minimum' of 430 dwellings, even if we were to assume that a suitable access can be delivered for the site south of Rush Green Road, it is clear that in terms of access and particularly highway network impacts, the Cherry Lane site scores much more favourably than the Massey Brook Lane site.
  - 3.25 Incorporating the Cherry Lane site into the WBC plan could potentially increase the delivery to c.540 dwellings; not a significant increase above the proposed 'minimum' level, and with the additional dwellings above the minimum clearly having a minimal impact on the centre of Lymm and the A56 corridor.
  - 3.26 The Cherry Lane site, by virtue of its larger size, would also be better positioned to deliver (or contribute to) highway improvement schemes, where required, as economies of scale ensure that any restrictions that can be associated with viability are limited.

## 4.0 Land off Cherry Lane

### Highway Network and Traffic Conditions

- 4.1 The development site is located on the southern side of Lymm, to the east of Cherry Lane. The site is bounded by a private road/lane to the east, Cherry Lane to the west, residential development to the north, and The Avenue to the south.
- 4.2 Cherry Lane forms part of the B5158 route passing the site and linking Lymm with A50 and M6 to the south.
- 4.3 Cherry Lane is subject to a 30mph speed limit passing the development site and is subject to a 20mph limit to the north of the site on the approach to Booth's Lane.
- 4.4 Cherry Lane is lit and although there is no footway provided along the site frontage, a footway is provided on the opposite side of Cherry Lane for much of the length of the site frontage. The site frontage with Cherry Lane includes hedges and trees along much of the site frontage, with some hedging likely to be removed or translocated for access/visibility and possibly footway provision.
- 4.5 There are minimal peak hour delay issues along Cherry Lane; however, as indicated in Chapter 3, there are peak hour queues and delays at the Elm Tree Road and Eagle Brow with the A56, as well as along the A56 corridor through Lymm itself.
- 4.6 There are also peak hour delays evident at M6 J20 to the south.

### Site Access

- 4.7 An indicative masterplan for the Cherry Lane site is provided as **Appendix C**; the indicative development proposal will provide c.170 residential dwellings, land for community use, and a country park with connectivity to The Avenue and existing footpaths alongside Lymm Dam.
- 4.8 At this stage, access to the new development is proposed as being via a single priority T-junction with Cherry Lane; the access road carriageway widths proposed is 5.5m, with footway widths of 2.0m and 6.0m entry and exit radii.
- 4.9 As stated earlier, a potential development of c.170 dwellings (plus the land for community use) is deliverable on the site; the access proposals are more than sufficient to accommodate the traffic generated by such a level of development.
- 4.10 Further consultation would be required with the Local Highway Authority to agree and finalise the access strategy for the site.
- 4.11 The proposed site access junction layout is detailed on **Drawing T19558.001**.
- 4.12 The drawing details the site access junction and pedestrian provision, alongside the extension of the existing 20mph speed limit to the south of the junction, with an additional set of speed cushions.
- 4.13 In addition, the existing 30mph speed limit will be extended to the south of The Avenue, with proposals to provide a new gateway entry feature for Lymm.
- 4.14 The visibility splays shown are 2.4m x 59m which is appropriate for a 30mph speed limit, as per MfS guidance.

### Highway Safety

- 4.15 We have investigated the Crashmap website in order to assess whether there are any existing accident issues in the vicinity of the proposed site access junction.
- 4.16 The data for the five-year period Jan 2014 to Dec 2018 indicates that there have been no personal injury accidents (PIA) reported at Cherry Lane directly adjacent to the development site.
- 4.17 There have been two 'slight' personal injury accidents (PIA) reported on Cherry Lane between Hardy Road and Elm Tree Road and a single 'slight' PIA at the junction of Cherry Lane with Booths Hill Close. Two PIAs, one of them 'serious', were recorded at the junction of Cherry Lane with the A56. Three further PIAs were recorded to the south of the site towards M6 J20; one of which was 'slight' and two of which were 'serious'.
- 4.18 Further investigation, in particular with respect to causation (and potential mitigation schemes where appropriate), would be undertaken at application stage.

### Trip Generation

- 4.19 At this stage, it is not considered necessary to undertake a detailed trip generation for the proposal site.
- 4.20 However, as per Chapter 3, in order to provide a comparative impact assessment on the local highway network we have assumed a generic 0.6 trips per dwelling per peak hour.
- 4.21 On that basis, a development of c.170 residential dwellings is estimated to generate c.102 two-way traffic movements in each peak hour; it should be noted that the peak traffic associated with the surgery does not generally coincide with the background highway network peak.

### Traffic Distribution, Assignment and Impact

- 4.22 As shown in **Appendix B-5**, the distribution and assignment associated with the Cherry Lane site would result in 73% of the development traffic arriving/departing to/from the south of Lymm via M6 Junction 20 and the M56.
- 4.23 The forecast traffic generation indicates peak hour two-way traffic generation of less than two vehicles per minute at the development access.
- 4.24 The forecast level of traffic associated with the residential development is not considered to be significant, whilst the impacts across the local highway network will be determined in detail in any future transport assessment.
- 4.25 However, at this stage it is important to note (as highlighted in Chapter 3) that the location of the Cherry Lane site is considered to be very favourable in terms of the impact through Lymm Village Centre and along the A56 corridor.

### Local Facilities and Sustainable Travel

- 4.26 A range of facilities near to the site are noted below and shown on **Figure 4.1**; these include (but are not limited to):
- Sion Independent Methodist Church = 630m
  - Cherry Tree Primary School = 650m

- Co-op Food = 740m
- Lakeside GP Surgery = 760m
- St Winefride's RC Church = 770m
- The Crown Public House = 800m
- Lymm Veterinary Surgery = 840m
- Tangles Hair Salon = 860m
- Rainbow Day Nursery = 900m
- Kids Planet Day Nursery = 900m
- Lymm Lawn Tennis Club = 950m
- Lymm Methodist Church = 1.1km
- The Church Green Public House = 1.2km
- Dentist = 1.2km
- Lymm Village Centre (incl. Post Office, Pharmacy, Cafes, Restaurants, Sainsbury's, etc.) = 1.2km
- Opticians = 1.3km
- Library = 1.4km
- Bright Futures School = 1.4km
- Lymm Rugby Football Club = 1.6km
- McColl's Convenience Store = 1.6km
- Lymm Pet Supplies = 1.6km
- Statham Community Primary School = 1.8km
- Ravenbank Community Primary School = 1.8km

#### *Walking*

- 4.27 A footway is provided on the western side of Cherry Lane in the vicinity of the site. Although footways will be provided within the site (potentially to the rear of the hedging along the site frontage), any walk route from the site northwards on Cherry Lane will require a crossing of the lane given that land is not available to provide a continuous footway on the eastern side of the lane all the way to the A56.
- 4.28 Alternative walk routes to facilities on the A56 and Lymm Town Centre will be available via a connection to the east of the site and lightly-trafficked routes northwards.
- 4.29 Although some of the walk routes are traffic-free, it is recognised that not all pedestrians would choose to use them, particularly during winter months.
- 4.30 Upgrades to the Cherry Lane route will be considered to provide a suitable and safe crossing point of the lane and, if desirable and achievable, improvements to the Lymm Dam footpath network could also be considered.

*Cycling*

- 4.31 We have investigated Sustrans mapping to determine the national and local cycle network available near the proposal site.
- 4.32 NCN Route 62 lies to the north of the development site and can be accessed in Statham at about a 1.3km ride from the centre of the development site.
- 4.33 The route is traffic-free and provides connections locally to Warrington and further afield to Widnes and Manchester, with the entire route running between Fleetwood in Lancashire to Selby in North Yorkshire.

*Bus Services*

- 4.34 The nearest bus stops to the site are located on the A56 to the north of the site, at a distance of around 720m from the centre of the site.
- 4.35 Service numbers Cat5, 5A, 39, 39A, 40, 40A, 40B, 41, 41A, 42 and 47 can be accessed from these stops; details of these services are provided in **Table 4** below.

**Table 4 – Local Bus Service Frequencies**

Service No.	Route	Frequency				
		Pks	Day	Eve	Sat	Sun
Cat5	Altrincham – Dunham – Warburton – Lymm – Statham – Thelwall – Grappenhall – Lumb Brook – Stockton Heath – Warrington	20 mins (first service 06:30)	Hourly	Half Hourly (last service 21:30)	Hourly (07:30-21:30)	Hourly (09:00-18:30)
5A	Altrincham – Broadheath – Partington – Lymm – Stratham – Thelwall – Grappenhall – Lumb Brook – Stockton Heath – Warrington	N/A	Hourly	Hourly (last service 19:00)	Hourly (08:00-18:00)	1 morning and afternoon service
39/39A/40/40A/40B/41/41A/42	Lymm High School Service	N/A	School Service	N/A	N/A	N/A
47	Knutsford – Mere – High Legh – Broomedge – Lymm – Highfields – Grapenhall – Latchford – Warrington	N/A	3 services	N/A	N/A	N/A

- 4.36 The above table demonstrates that there is a good level of service available for residents travelling to Warrington and Altrincham (via a number of other settlements) for employment, education or leisure purposes.
- 4.37 The Cat5 service provides a bus between Lymm and Warrington every 20 minutes during peak periods and half-hourly in the evenings; at weekends, the service is hourly.
- 4.38 The journey time between nearby stops on the A56 and Warrington is approximately 35 minutes, offering a reasonable commute time.
- 4.39 There is also a school service for Lymm High School, with a journey time of approximately 20 minutes.

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*Rail*

- 4.40 Warrington Bank Quay Rail Station is located approximately 5.2 miles to the west of the site and can be accessed via the Cat5 or 5A bus service which stops directly outside the station and takes just over 30 minutes.
- 4.41 The station is also accessible by bicycle, taking approximately 25 to 30 minutes, or by car taking approximately 20 to 30 minutes.
- 4.42 The station benefits from 36 sheltered cycle parking spaces, as well as 277 car parking spaces across 2 car parks, with 7 accessible spaces and 2 electric vehicle charging points in car park one; CCTV is in place covering both the cycle and car parking areas.
- 4.43 The station provides services to destinations such as London, Birmingham, Leeds, Glasgow, Manchester, Chester, Llandudno and Blackpool. Services run approximately every hour towards London and Birmingham, and two direct services an hour run to Manchester with journey times of approximately 2 hours, 1.5 hours and 30 minutes respectively.
- 4.44 Further services can be accessed from Warrington Central Station, located approximately 5.4 miles to the west of the site and can also be accessed via the Cat5 or 5A bus service, within a short walk of Warrington Interchange, by bicycle taking approximately 30 minutes or by car taking approximately 20 to 30 minutes.
- 4.45 The station benefits from 116 sheltered cycle parking spaces, as well as 71 car parking spaces with 3 accessible spaces; CCTV is in place covering both the cycle and car parking areas.
- 4.46 The station provides services to destinations such as Liverpool and Manchester. Services run approximately every 10 minutes to Liverpool, every 15 minutes to Manchester both with a journey time of approximately 30 to 40 minutes.
- 4.47 It is considered that residents have a realistic option to commute to work by a combination of bus/rail or car/rail to destinations such as Liverpool and Manchester with frequent morning and evening services, as well as a good level of service throughout the week for those travelling for education and leisure purposes.
- 4.48 Some residents may consider a cycle/rail trip; however, the distance to each station is likely to result in only keen and competent cyclists making such journeys.



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## 5.0 Summary and Conclusion

### Summary

- 5.1 Hub Transport Planning Ltd has been commissioned by Richborough Estates to provide transport advice for a proposed residential development on land off Cherry Lane, Lymm.
- 5.2 The purpose of the report is to confirm the deliverability of the site in terms of access, as well as considering the potential off-site impacts and mitigation measures.
- 5.3 This report also provides a review of the proposed WBC Local Plan sites.
- 5.4 This appraisal confirms that the Cherry Lane site is deliverable in access terms and would be expected to have a limited impact on the centre of Lymm and the A56 corridor.
- 5.5 It also confirms that the Cherry Lane site would be preferable in access and traffic impact terms to some of the sites in the WBC Local Plan, which have potential access and/or more significant traffic impact constraints.

### Conclusion

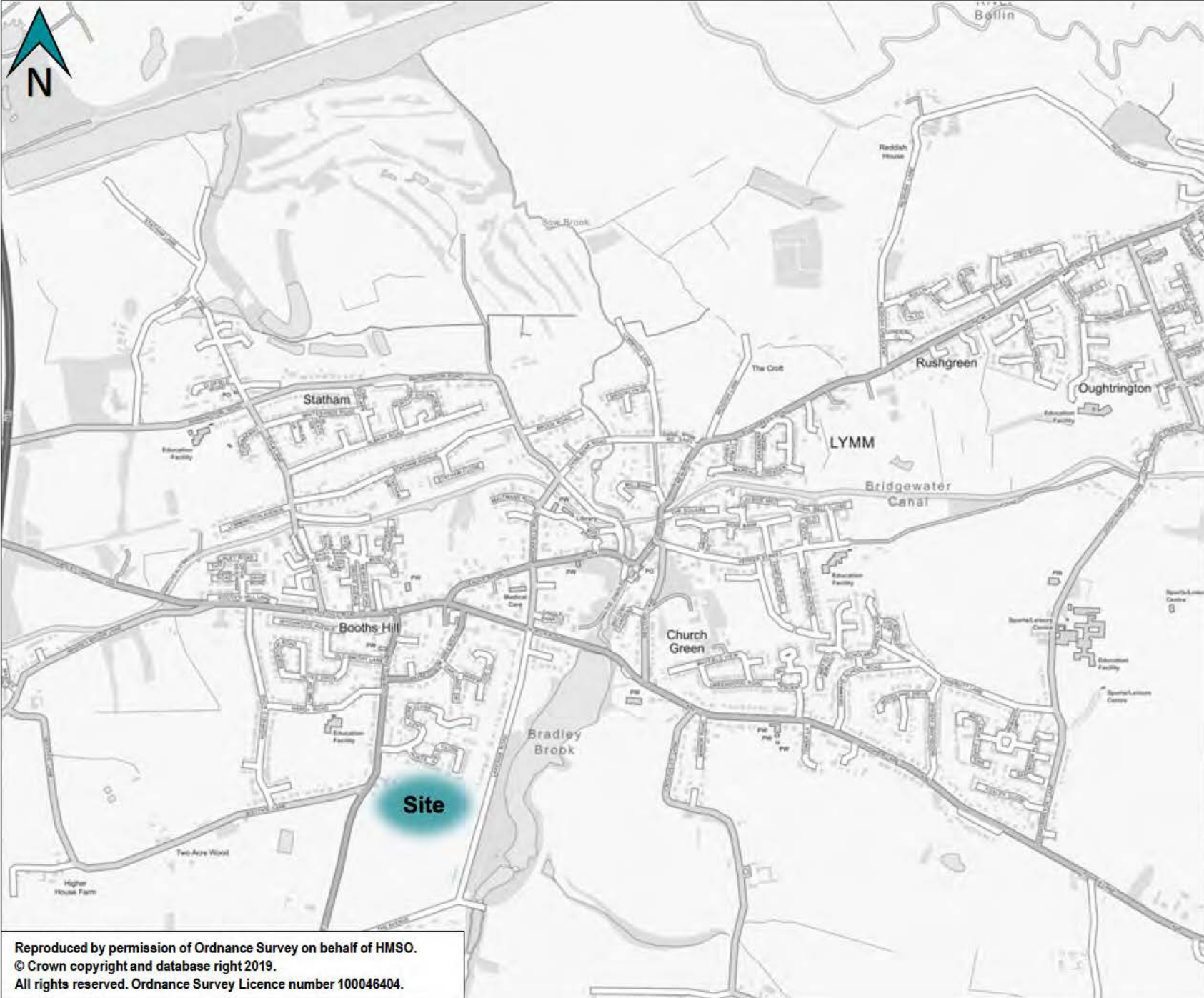
- 5.6 The National Planning Policy Framework (NPPF) states that opportunities to promote sustainable transport modes should be taken up and that safe and suitable access to the site is achievable for all users.
- 5.7 The Cherry Lane site is located to make use of existing transport infrastructure and services, and is sustainable in transport terms.
- 5.8 The development will promote the use of sustainable transport and provides safe and suitable access for all users.
- 5.9 On the basis of the access and traffic impact appraisal in this report, it is clear that the Cherry Lane site is one of the most suitable sites available to deliver a significant proportion of the identified residential development growth, whilst minimising the traffic impact on the centre of Lymm.

**T19558**  
Lymm, Warrington



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## Figures



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hub  
TRANSPORT PLANNING LTD

Not to Scale  
Lymm  
Figure 1.1 – Site Location Plan

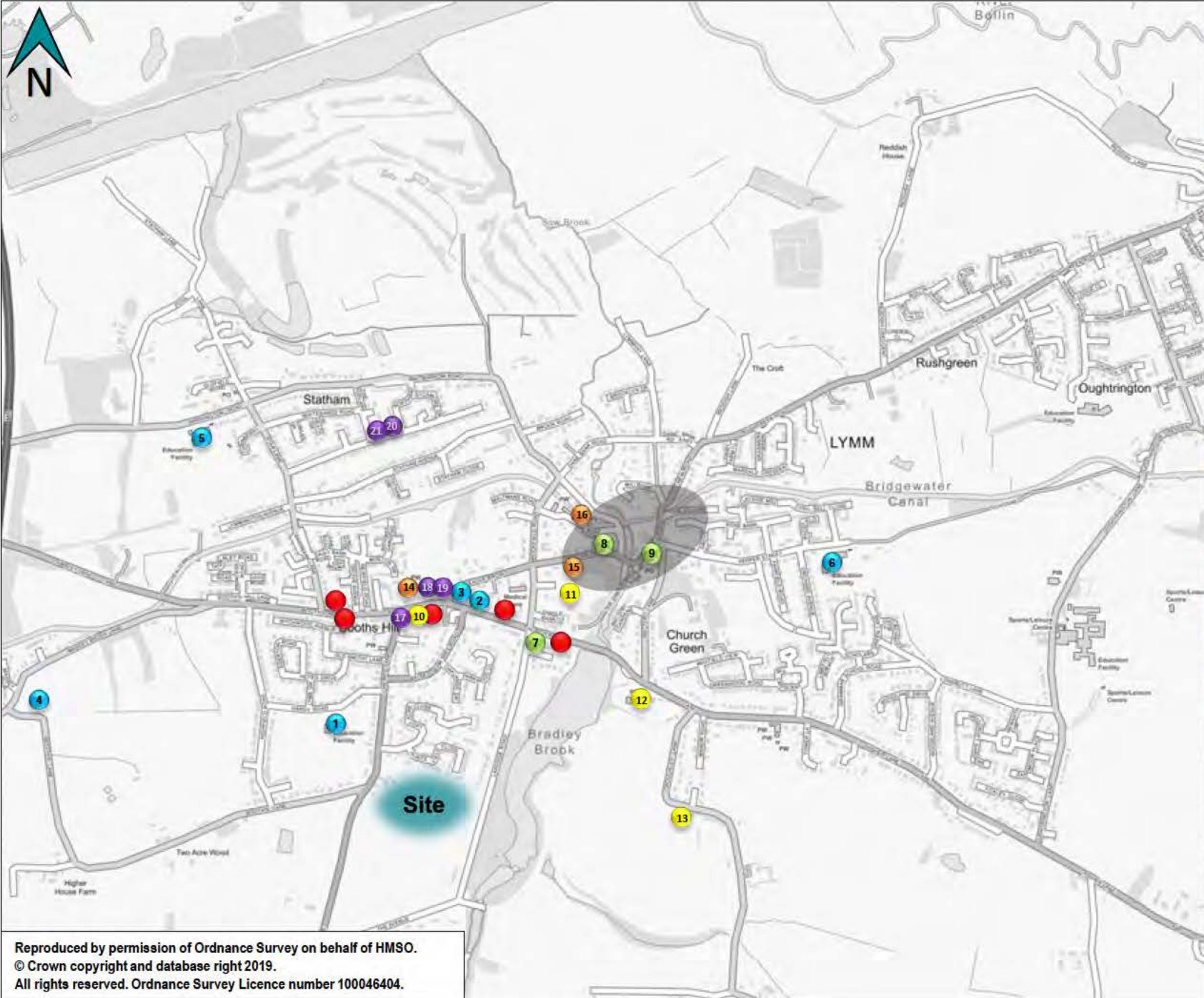


**Key:**  
 ★ Potential Site Access

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*Not to Scale*  
 Lymm  
 Figure 2.1  
 WBC Local Plan Sites



- Legend**
- Bus Stops
  - Lymm Centre (including Post Office, Pharmacy, Cafes, Restaurants and Public Houses)
  - 1 Cherry Tree Primary School
  - 2 Rainbow Day Nursery
  - 3 Kids Planet Day Nursery
  - 4 Bright Futures School
  - 5 Statham Community Primary School
  - 6 Ravenbank Community Primary School
  - 7 Lakeside GP Surgery
  - 8 Dentist
  - 9 Opticians
  - 10 The Crown Public House
  - 11 Lymm Lawn Tennis Club
  - 12 The Church Green Public House
  - 13 Lymm Rugby Football Club
  - 14 St Winefride's RC Church
  - 15 Lymm Methodist Church
  - 16 Library
  - 17 Co-op Food
  - 18 Lymm Veterinary Surgery
  - 19 Tangles Hair Salon
  - 20 McColl's Convenience Store
  - 21 Lymm Pet Supplies



*Not to Scale*  
Lymm  
**Figure 4.1 – Local Facilities**

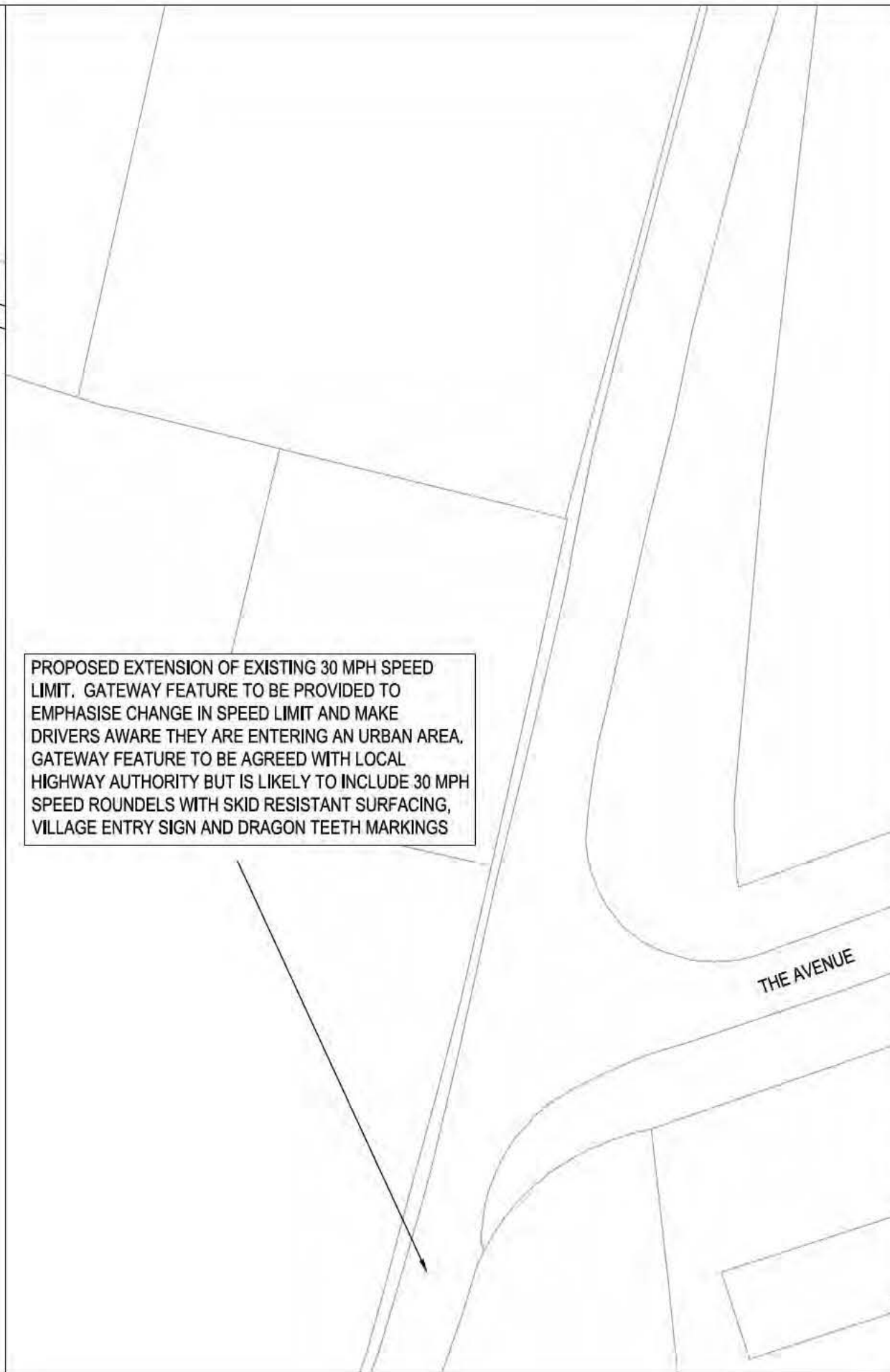
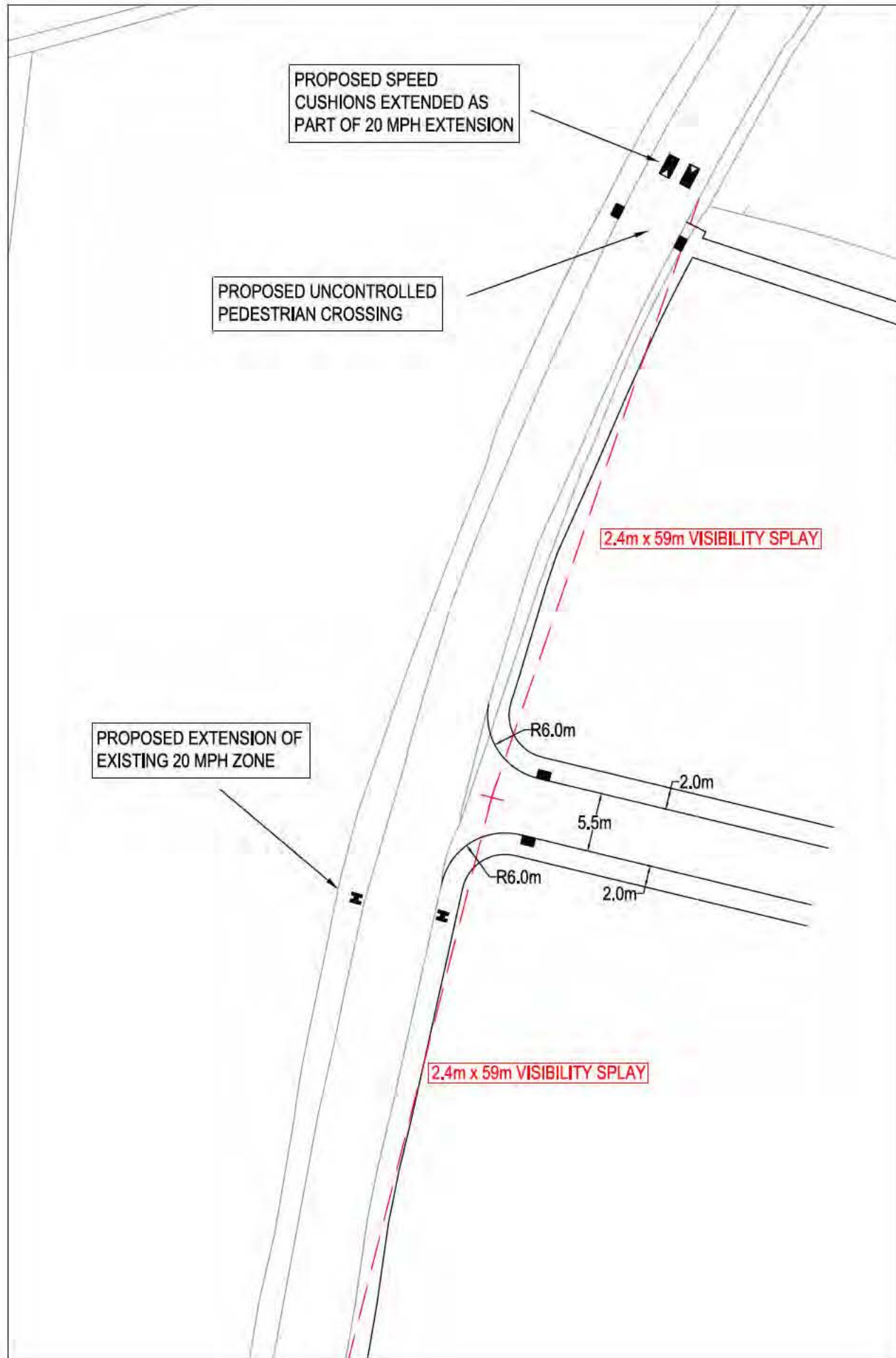
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**T19558**  
Lymm, Warrington



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## Drawings



1. THIS DRAWING IS NOT TO BE SCALED FOR CONSTRUCTION PURPOSES.
2. THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND LEVELS ON SITE.

REV	DESCRIPTION	DATE	BY	AUTH
-----	-------------	------	----	------



Hub Transport Planning Ltd  
 Radclyffe House  
 66/68 Hagley Road  
 Edgbaston  
 Birmingham  
 West Midlands  
 B16 8PF  
 T : 0121 454 5530

CLIENT  
**RICHBOROUGH ESTATES LTD**

PROJECT  
**LAND OFF CHERRY LANE LYMM**

TITLE  
**PROPOSED SITE ACCESS LAYOUT WITH VISIBILITY SPLAYS**

DRAWN	AUTHORISED	SCALE	SHEET SIZE	DATE
JP	GM	1:500	A3	13.06.19

PROJECT NO.	DRAWING NO.	REV
T19558	001	-

**T19558**  
Lymm, Warrington



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## Appendix A

### 2011 Census JTW Data



**WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)**

Site 1

ONS Crown Copyright Reserved [from Nomis on 1 September 2017]

population All usual residents aged 16 and over in employment the week before the census  
 units Persons  
 date 2011  
 method of travel to work Driving a car or van

**usual residence**

place of work	E02002610 Warrington 021	%	Route
E02002610 : Warrington 021	348	32	10
E02002607 : Warrington 018	165	15	5
E02002593 : Warrington 004	117	11	3
E02002613 : Warrington 024	78	7	2
E02002602 : Warrington 013	67	6	2
E02002598 : Warrington 009	60	6	2
E02002603 : Warrington 014	50	5	1
E02002606 : Warrington 017	44	4	1
E02002612 : Warrington 023	43	4	1
E02002594 : Warrington 005	27	3	1
E02002611 : Warrington 022	26	2	1
E02002600 : Warrington 011	24	2	1
E02002609 : Warrington 020	24	2	1
	1,073		

	%	Route
Warrington	1,180	32 See above
Manchester	595	16
Trafford	590	16
Cheshire East	290	8
Salford	198	5
Cheshire West and Chester	149	4
Halton	134	4
Stockport	128	3
Liverpool	111	3
Wigan	73	2
St. Helens	58	2
Knowsley	54	1
Bolton	44	1
West Lancashire	26	1
Tameside	25	1
Oldham	21	1
Bury	20	1
Sefton	20	1
	3,716	



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

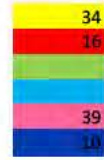
# WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

## Sites 2 and 3

ONS Crown Copyright Reserved [from Nomis on 1 September 2017]

population All usual residents aged 16 and over in employment the week before the census  
 units Persons  
 date 2011  
 method of travel to work Driving a car or van

place of work	usual residence E02002610 : Warrington 021	%
E02002610 : Warrington	348	32 10
E02002607 : Warrington	165	15 5
E02002593 : Warrington	117	11 3
E02002613 : Warrington	78	7 2
E02002602 : Warrington	67	6 2
E02002598 : Warrington	60	6 2
E02002603 : Warrington	50	5 1
E02002606 : Warrington	44	4 1
E02002612 : Warrington	43	4 1
E02002594 : Warrington	27	3 1
E02002611 : Warrington	26	2 1
E02002600 : Warrington	24	2 1
E02002609 : Warrington	24	2 1
<b>Total</b>	<b>1,073</b>	



Area	%
Warrington	1,180 32 See above
Manchester	595 16
Trafford	590 16
Cheshire East	290 8
Salford	198 5
Cheshire West and Che	149 4
Halton	134 4
Stockport	128 3
Liverpool	111 3
Wigan	73 2
St. Helens	58 2
Knowsley	54 1
Bolton	44 1
West Lancashire	26 1
Tameside	25 1
Oldham	21 1
Bury	20 1
Sefton	20 1
<b>Total</b>	<b>3,716</b>



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

**WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)**

Site 4

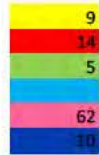
ONS Crown Copyright Reserved [from Nomis on 1 September 2017]

population All usual residents aged 16 and over in employment the week before the census  
 units Persons  
 date 2011  
 method of travel to work Driving a car or van

**usual residence**

place of work	E02002610 Warrington 021	%	
E02002610 : Warrington 021	348	32	10
E02002607 : Warrington 018	165	15	5
E02002593 : Warrington 004	117	11	3
E02002613 : Warrington 024	78	7	2
E02002602 : Warrington 013	67	6	2
E02002598 : Warrington 009	60	6	2
E02002603 : Warrington 014	50	5	1
E02002606 : Warrington 017	44	4	1
E02002612 : Warrington 023	43	4	1
E02002594 : Warrington 005	27	3	1
E02002611 : Warrington 022	26	2	1
E02002600 : Warrington 011	24	2	1
E02002609 : Warrington 020	24	2	1
	1,073		

	%	
Warrington	1,180	32 See above
Manchester	595	16
Trafford	590	16
Cheshire East	290	8
Salford	198	5
Cheshire West and Chester	149	4
Halton	134	4
Stockport	128	3
Liverpool	111	3
Wigan	73	2
St. Helens	58	2
Knowsley	54	1
Bolton	44	1
West Lancashire	26	1
Tameside	25	1
Oldham	21	1
Bury	20	1
Sefton	20	1
	3,716	



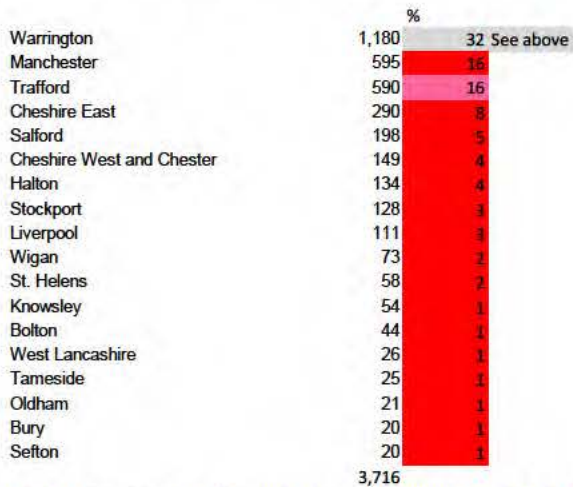
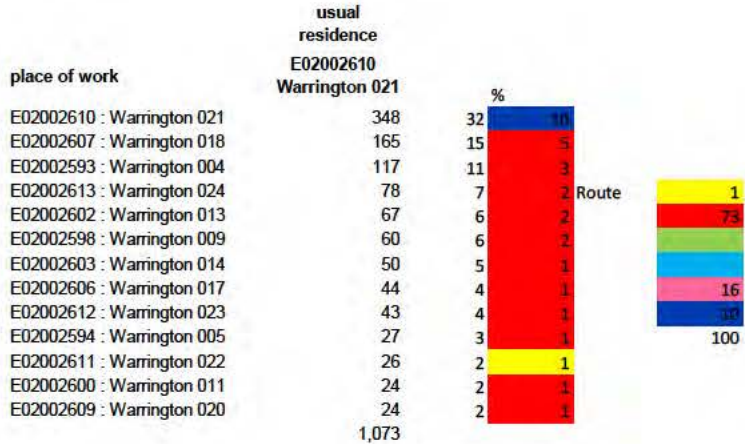
In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

**WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)**

**Cherry Lane**

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population All usual residents aged 16 and over in employment the week before the census  
 units Persons  
 date 2011  
 method of travel to work Driving a car or van



In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

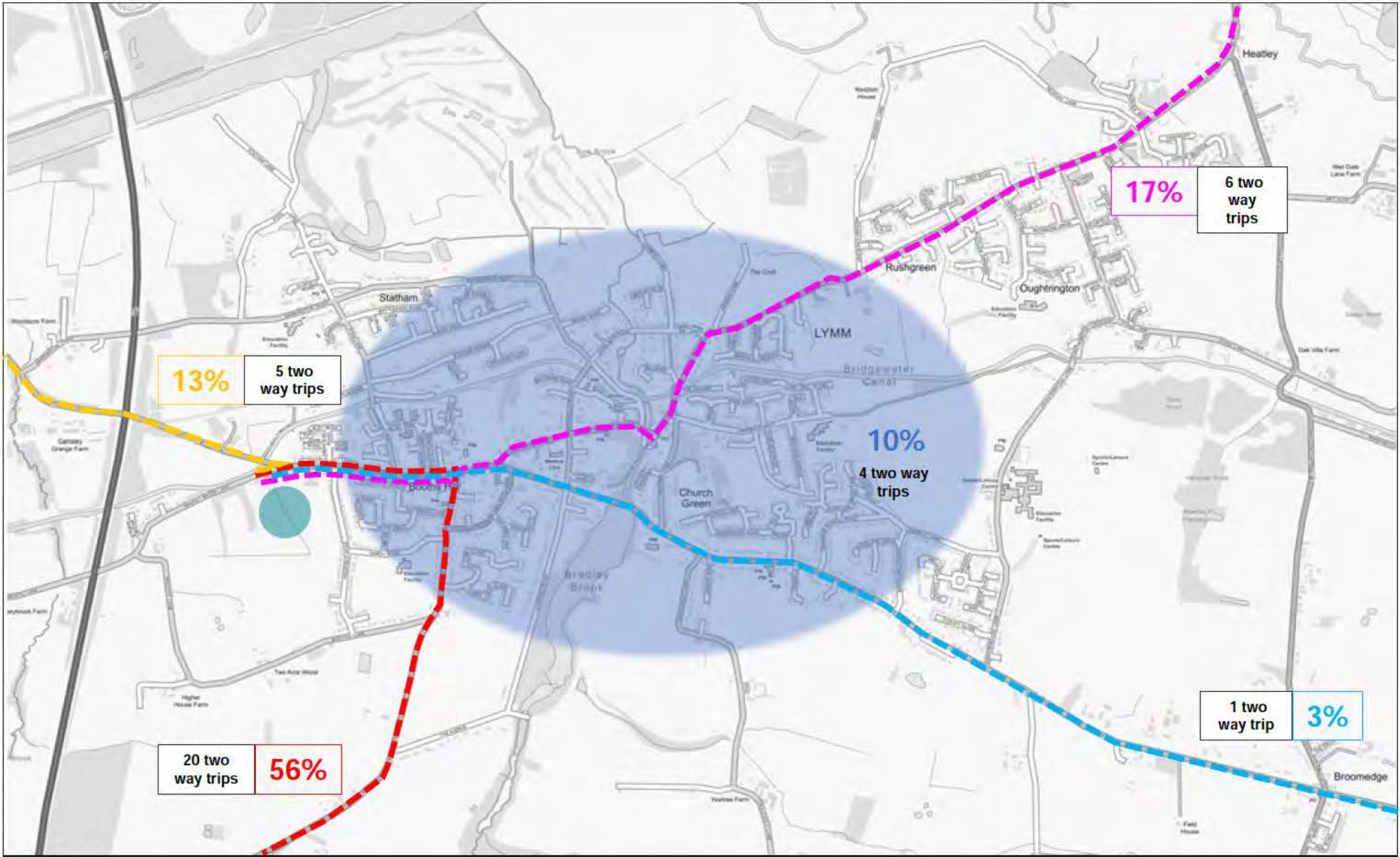
**T19558**  
Lymm, Warrington



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## Appendix B

### Distribution and Assignment Diagrams

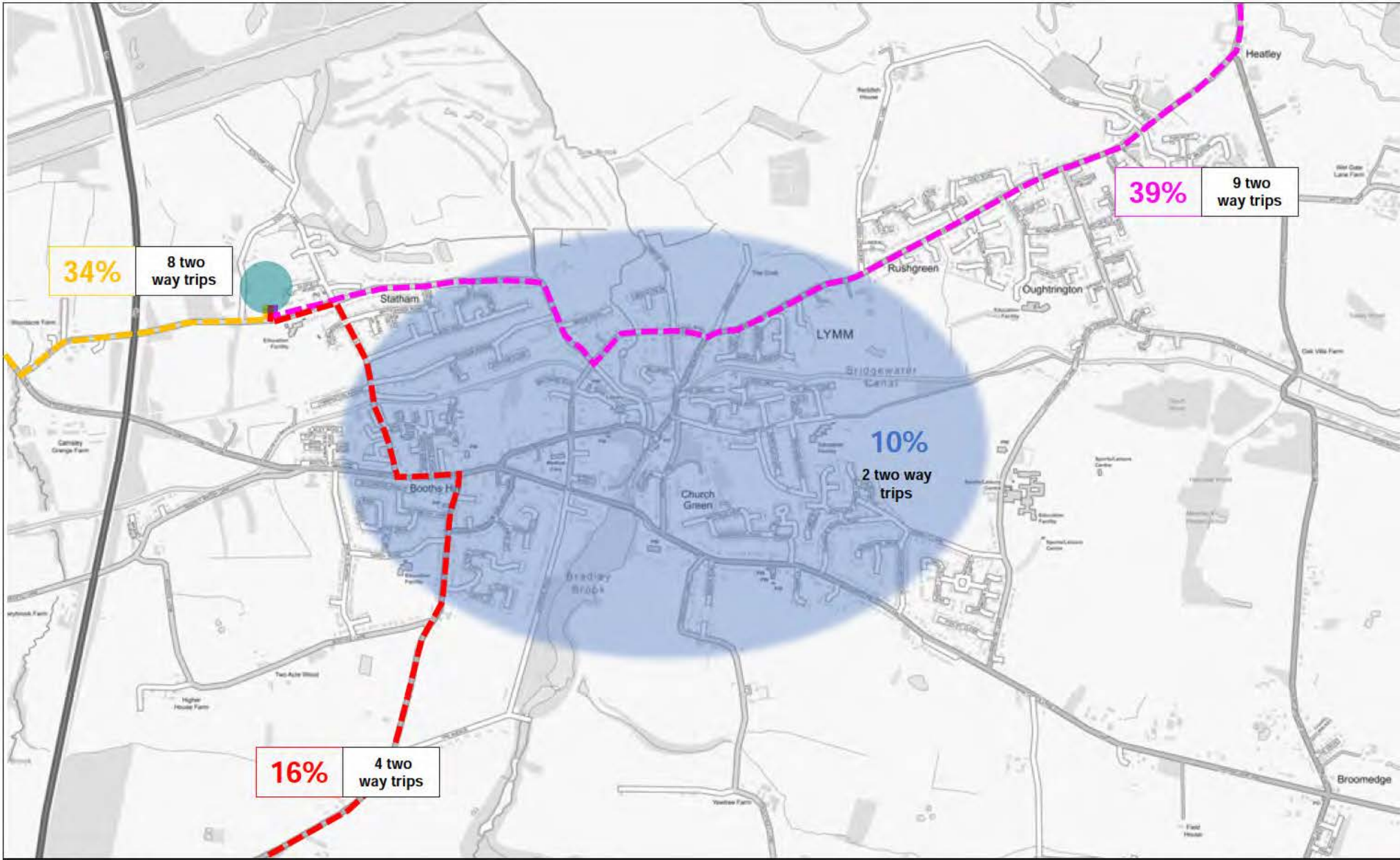


● Site Location

Quantum of Development: 60 +  
Two way peak hour vehicle movements: 36 +

Not to Scale  
Appendix B-1  
Distribution – Site 1



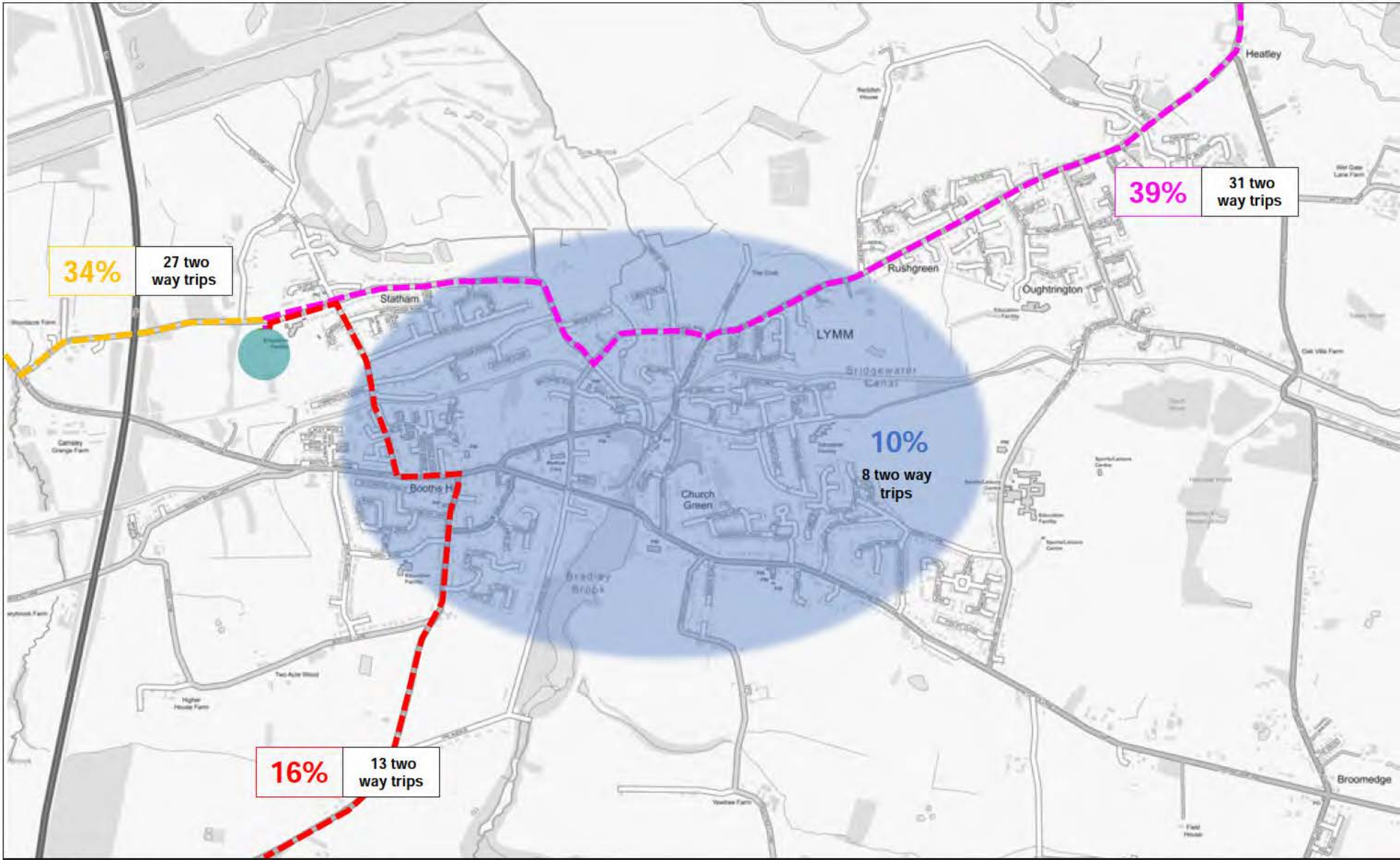


 Site Location

Quantum of Development: 40 +  
Two way peak hour vehicle movements: 24 +

Not to Scale  
Appendix B-2  
Distribution – Site 2





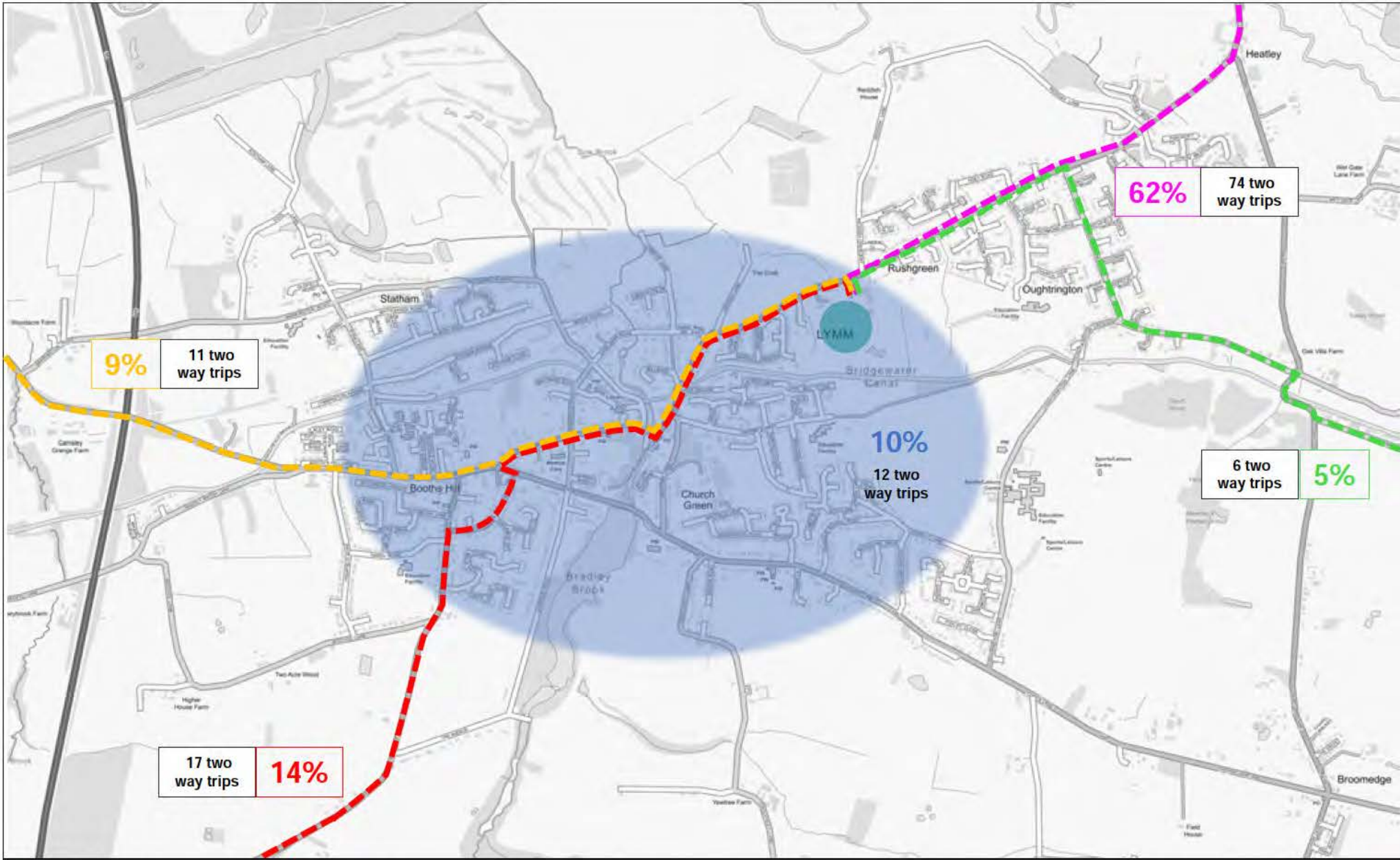
 Site Location

Quantum of Development: 130 +  
Two way peak hour vehicle movements: 80 +

Not to Scale  
Appendix B-3  
Distribution – Site 3





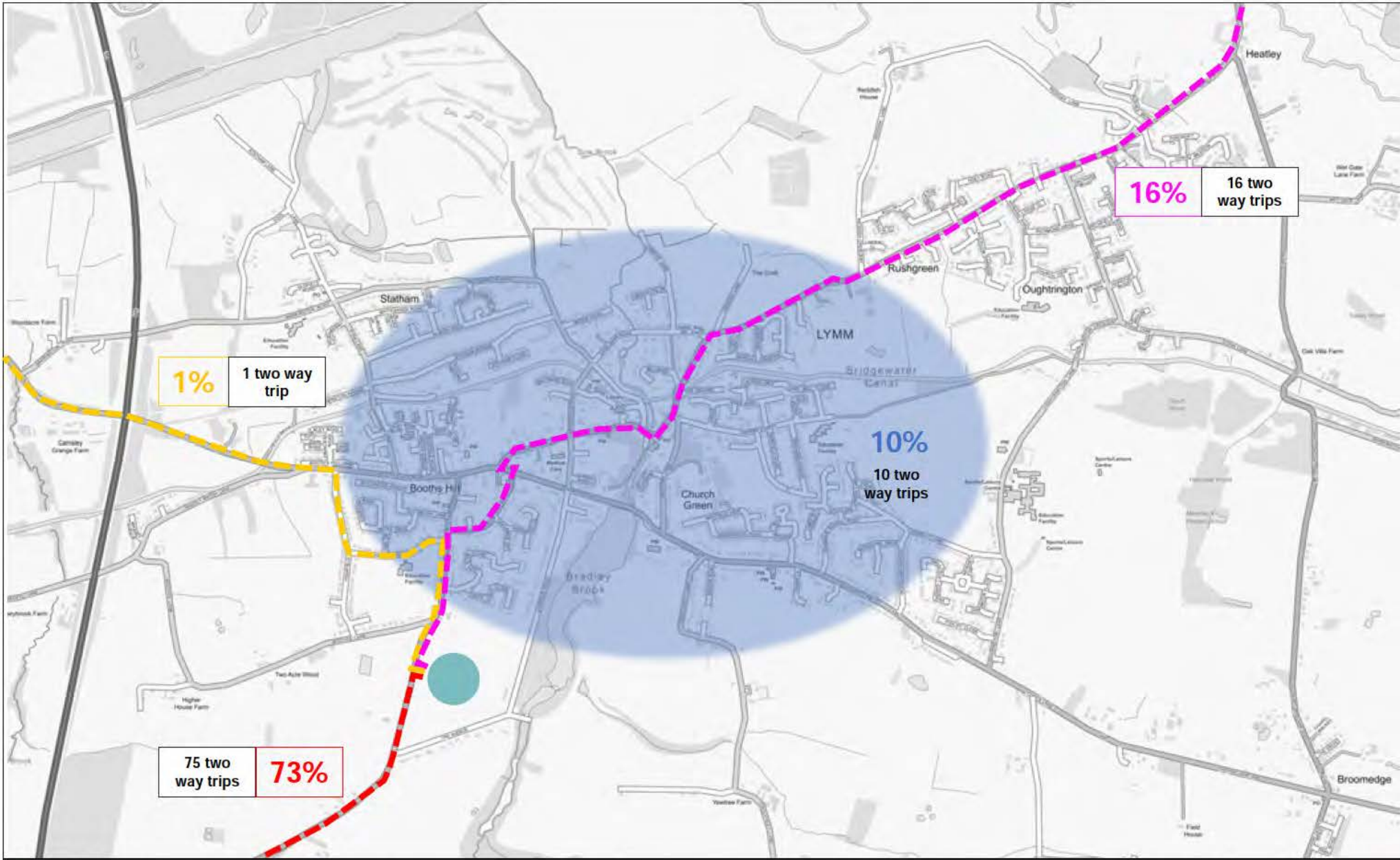


 Site Location

Quantum of Development: 200 +  
Two way peak hour vehicle movements: 120 +

Not to Scale  
Appendix B-4  
Distribution – Site 4





 Site Location

Quantum of Development: c.170  
Two way peak hour vehicle movements: c.102

Not to Scale  
Appendix B-5  
Distribution – Cherry Lane



**T19558**  
Lymm, Warrington



---

## Appendix C

### Indicative Masterplan



Note: This drawing is subject to detailed design and survey.

REVISION: D. C. DATE:

**KEY**

	Site location 31.05 Acres 12.56 Hectares		Proposed residential development		Public Open Space		Existing trees		Key pedestrian routes
	Lymm 'Village' Conservation Area		Proposed community use		Indicative sustainable drainage		Existing hedge		Mersey Valley Trail
	Lymm Dam visitor car park		Proposed new landscape		Proposed children's play		Listed buildings		

- KEY DESIGN PRINCIPLES**
- Proposed vehicular access via Cherry Lane;
  - Principal residential street and looped route;
  - Green corridor and pedestrian link to Mersey Valley Trail retaining existing hedgerow;
  - Pedestrian links to Mersey Valley Trail, new Country Park and children's play;
  - Access to land reserved for maintenance;
  - Visitor car park for Lymm Dam;
  - New pedestrian crossing;
  - New community use;
  - New residential frontage to mirror Booth's Lane and continue The Avenue building line;
  - Key focal spaces;
  - Development set-back and landscape buffers to address residential amenity of existing dwellings;
  - Approximate location of existing land depression;
  - Higher density residential streets and links to new Country Park;
  - Softer development edges with landscape themes; and
  - Children's natural play trail

**CA1** CLIENT: RICHBOROUGH ESTATES LTD

PROJECT: LAND OFF CHERRY LANE LYMM

DRAWING TITLE: PROPOSED INDICATIVE MASTERPLAN

JOB NUMBER: 30010 DRAWING NUMBER: 3 REVISION: -

PURPOSE OF ISSUE: PRELIMINARY

DATE: 12.06.2019

SCALE: 1:1000GA1

**BAILY GARNER**  
Richborough Estates