

Warrington Local Plan Examination

Hearing Session Note

Action 17

Matter 6e - Agenda Item 4
(Infrastructure requirements and costs)

Copy of Eddisons' Transport Note

22nd September 2022

Introduction

2. Information Provided

- 2.1 Note from site promoters Transport Consultants (Eddisons) in response to issues raised in the hearing session in respect of Matter 6e, the proposed allocation of Thelwall Heys (Policy MD5).

THELWALL HAYES, GRAPPENHALL (1350)

EXAMINATION IN PUBLIC NOTE ON HIGHWAYS MATTERS – SEPTEMBER 2022

Introduction

Eddisons have been instructed by Liberty Properties to advise on the transport and highways matters relating to a potential residential development on land known as ‘Thelwall Heys’ in Grappenhall.

A number of matters were raised by the Inspector during the Examination in Public (EiP) hearing session relating to the site, and also by third parties, in relation to specific highways and transport matters.

These will be considered below specifically but this note should be read in conjunction with the Eddisons’ Transport Note dated March 2021 that was appended to the Hearing Statement submitted to the EiP by Liberty Properties. The submitted Transport Note considered a number of transport and highways matters and this was the latest in a range of technical notes and assessments that Eddisons have undertaken over the past 6 years since our original instruction, as Croft, on this particular site, which included the analysis included within the 2017 Development Statement submitted in support of this site.

Traffic Impact

As has previously been reported within the Eddisons’ note appended to the Hearing Statement, in terms of off-site impact the proposals are likely to generate in the region of 180 vehicular trips in the two busiest hours of the day, which are likely to be between 0800 and 0900 hours and 1700 to 1800 hours. Given the location in relation to Warrington, the M6 and the M56, traffic is likely to disperse over a number of different routes on the highway network.

There are no particular capacity constraints to the local highway network which would provide an issue for this additional traffic generation. This position has been confirmed by Warrington Borough Council who's view is that there are likely to be no strategic traffic impact issues from the development of the Thelwall Heys site.

As part of any subsequent planning application there may be a package of off-site highway improvements that will ensure that the proposed residential development at Thelwall Hayes will not have a severe impact on the transport network.

These issues will be covered in detail within a full Transport Assessment at the time of a formal planning application at the site.

Pedestrian Accessibility

As has previously been reported within the Eddisons' note appended to the Hearing Statement, the site is well placed to provide short, direct and attractive pedestrian journeys to a range of day to day amenities such as bus stops, shops, schools and health facilities.

A particular comment was made at the EiP with regard to pedestrian facilities at the A50/A56 junction. There are pedestrian facilities across the junction which allows pedestrians to cross each of the four arms of the junction in stages so that there are no required 'all red' stages that stop all traffic flows at the junction. Additional facilities for pedestrians could be provided at the junction in the form of markings and surfacing to ensure these are as safe and attractive as possible.

These can be discussed at the time of a formal planning application at the site with Warrington Borough Council.

Vehicular Access

As has previously been confirmed, the primary vehicular access to the site will be via a new access point along Cliff Lane. This has already been covered within the Eddisons Transport Note appended to the Hearing Statement submitted by Liberty Properties.

A point was made during the EiP which seemed to question the proximity of the Bellhouse Lane/A50 junction with the proposed Site Access arrangements. This junction, and indeed the Cliff Lane junction which will include the proposed Site Access junction arrangements, already exist and both have formal ghost island right turning lanes. The distance between the two junctions is appropriate and has good pedestrian infrastructure in the vicinity of the junction to ensure safe passage for pedestrians across the A50.

There have been no recorded personal injury accidents at either the Cliff Lane or Bellhouse Lane junctions with the A50 in the past 5 years which demonstrates that both junctions currently operate safely.

The details of the Site Access arrangements will be discussed with Warrington Borough Council at the time of a formal planning application.

Conclusions

In summary, our conclusions remain the same, in that this site should be allocated in the emerging Warrington Local Plan.