
Chapel Lane, Widnes: Briefing Note for Committee Members' Site Visit

Ref: VE/BD/19092-003A
Date: 23 October 2025

SECTION 1 Introduction

- 1.1 This Note has been prepared in response to queries raised by Members of the Knowsley Council Planning Committee on 9 October 2025 in relation to Taylor Wimpey's planning application at Chapel Lane (Reference: 23/01037/OUT), and to inform the forthcoming site visit that will take place in advance of the next Planning Committee.
- 1.2 The application proposals include up to 350 dwellings on the site, with access proposed from Chapel Lane. The development site lies almost wholly within the neighbouring Halton Borough, but the proposed access to the site via Chapel Lane to the west of the site falls within Knowsley Council's jurisdiction. The following details therefore relate to the proposed access arrangements and associated highway works along Chapel Lane and surrounding routes.

SECTION 2 Proposed Access Arrangements and Transport / Highway Works

- 2.1 **Why is the Site being accessed from Chapel Lane?**
 - 2.1.1 The application site extends from Chapel Lane eastwards and across Sandy Lane, but does not extend to Queensbury Way. The wider residential allocation within the Halton Delivery and Allocations Local Plan (Site References W4 and W5) extends further eastwards to Queensbury Way, but this land lies beyond the control of Taylor Wimpey, the current applicant.
 - 2.1.2 There is no policy requirement stipulating that access to the site must be achieved via Queensbury Way.

2.1.3 Primary and emergency vehicular access is therefore proposed to be taken via Chapel Lane to the west of the site, with additional active mode accesses proposed via Sandy Lane and connections to the public footpath connections to Queensbury Way also included within the scheme.

2.1.4 The illustrative masterplan, contained in **Appendix A** of this note, shows the potential for a future connection into the site to be achieved, should an access via Queensbury Way be delivered (by others) in the future.

2.1.5 Knowsley Council's highways officers have confirmed that the proposed access arrangements are acceptable to them.

2.2 **Have the existing high vehicle speeds along Chapel Lane been taken into account in the design of the proposed site access?**

2.2.1 Yes. The proposed accesses onto Chapel Lane have been designed to achieve the required visibility splays that reflect the recorded 85th percentile vehicle speeds of 34mph southbound and 35.2mph northbound along Chapel Lane. Knowsley Council has recently undertaken its own speed survey along Chapel Lane and confirmed that the results were broadly comparable with those undertaken by the applicant (Reference Knowsley Council Highways Observations Memo dated 26 September 2025).

2.2.2 Knowsley Council has also confirmed that the proposed traffic calming scheme along Chapel Lane is required to bring down existing 85th percentile vehicle speeds and improve conditions for all road users along the link.

2.2.3 **Drawing 216175_PD100 Rev F** contained in **Appendix B** shows the proposed access arrangements.

2.3 **Were the traffic surveys conducted during school holiday periods?**

2.3.1 The traffic speed surveys on Chapel Lane were conducted by Automatic Traffic Counters (ATC) during school term time (in May) – details are set out in the Transport Assessment.

2.4 **What are the proposed traffic calming measures on Chapel Lane?**

2.4.1 A package of proposed traffic calming measures along Chapel Lane has been the subject of extensive discussion between the applicants and highways officers from both Knowsley and Halton Borough Councils, during the determination period.

2.4.2 An indicative traffic calming scheme has been developed, as illustrated in **Drawing 216175_SK102C-A** in **Appendix C**, and submitted alongside the planning application, to show the type of traffic calming measures that could be implemented as part of the development proposals. The final traffic calming scheme will be determined by Knowsley Council, following a separate consultation exercise, prior to the scheme's implementation.

2.4.3 The proposed traffic calming scheme, as shown, could include:

- Additional crossing points on Chapel Lane, to facilitate access to the PROW to the north of the site and to Parklands and the footway on the western side of Chapel Lane to the south of the site. The proposed crossing at the PROW will include footway build-outs to reduce the crossing width for pedestrians.
- Chicanes / build-outs at regular intervals along Chapel Lane, requiring shuttle working arrangements, where vehicles have to give way to oncoming traffic and traffic has to slow down to negotiate the build-out.
- A series of virtual speed cushions along the length of Chapel Lane between the PROW to the north of the site, through the bends in the Chapel Lane alignment and up to the junction of Chapel Lane with Parklands. These will complement the existing 'SLOW' road markings, '30mph' roundels and coloured surfacing provided along Chapel Lane.
- On carriageway cycle markings to alert drivers to the presence of cyclists along Chapel Lane.
- The presence of the new site access will also help to reduce traffic speeds as vehicles slow to turn into and out of the proposed development.

2.4.4 The detail of these measures will be refined with Knowsley Council and the Council has requested a post-implementation speed survey is conducted (to be controlled via Planning Condition) to establish the impact of the resultant measures with additional measures provided as required.

2.5 **What are the other off-site measures proposed?**

2.5.1 A comprehensive package of off-site transport measures are proposed, to support the development. These include measures within Knowsley and within Halton, reflecting the location of the site. The package of off-site measures includes the following:

- i Traffic calming scheme on Chapel Lane (as above)
- ii An uncontrolled crossing on Chapel Lane, near Parklands
- iii Improvements to Sandy Lane, including an environmentally friendly lighting scheme
- iv A signalised pedestrian crossing on Cronton Road, near Hall Lane
- v Cycle infrastructure along Chapel Lane / Prescott Road
- vi A toucan crossing on Queensbury Way, near Old Upton Lane
- vii A signalised pedestrian crossing on Queensbury Way

2.5.2 The off-site works within Knowsley (items i to iv above) are presented in the drawings in **Appendix D** and the off-site works within Halton (items v to vii) are presented in the drawings contained in **Appendix E**.

2.6 What provision will be made for pedestrians as part of the development?

2.6.1 The development will include networks of pedestrian and cycle networks across the site, tying into the surrounding networks. As outlined above, pedestrians and cyclists will be able to access the site from Chapel Lane – via the main access and the emergency access – and via Sandy Lane / Cronton Lane, via Sandy Lane / Old Upton Lane, and via the PROW that connects into Queensbury Way.

2.6.2 The drawings contained within **Appendix F** show how the development sits within the context of the existing active mode networks around the site and how future residents can access a range of local facilities on foot, by cycle and/or by public transport.

2.7 How will the development improve pedestrian provision along Chapel Lane?

2.7.1 There is only a footway on the eastern side of Chapel Lane for much of its length. To the north of the site, there is only an eastern footway until c.50metres south of the junction with Cronton Road where there is also a short section of footway to the west of the carriageway.

2.7.2 To the south of the site, there is only a footway to the east of the carriageway until the junction with Parklands, beyond which there are footways on both sides of the road.

2.7.3 Within the application site, footways will be 2.0m wide. Along the site frontage it is proposed that north of the Emergency Vehicle Access the footway will be widened to a minimum of 2.0m up to the proposed crossing to the existing PROW, through a combination of widening the footway into the carriageway and through clearance of overgrown vegetation to the rear of the footway. Beyond the PROW connection, the footway will tie into the existing provision on Chapel Lane to the north.

2.7.4 The section of footway between the primary vehicular site access and the Emergency Vehicle Access will be widened to a minimum width of 1.5m, which is sufficient to enable a wheelchair user and pedestrian to pass each other.

2.7.5 To the south of the vehicular site access, the proposed footway ties back into the existing footway provision which is typically between 1.5m -2.0m wide along the length to the Parklands junction. There are a couple of existing pinchpoints on the footway where the width drops to c.1.3-1.4m over very short sections. Overgrown vegetation clearance along the length of Chapel Lane will be undertaken to ensure that existing and proposed footway widths are maximised along Chapel Lane.

2.7.6 Improved crossing provision will be provided on Chapel Lane at the PROW to the north of the site and at the Parklands junction to the south of the site, as agreed with Knowsley Council's highways officers.

2.8 What is being provided for cyclists travelling to and from the site?

2.8.1 The development proposals include improvements to Sandy Lane, a traffic-free route that connects the site to Cronton to the north and Queensbury Way to the south. The proposals include a new pedestrian crossing on Cronton Road, offering a safe, cycle-friendly route to schools and facilities in Cronton. To the south, a toucan crossing will be provided on Queensbury Way, providing safe access to the existing footway/cycleway on the eastern side of Queensbury Way and the facilities within Upton Rocks and Fir Park.

2.8.2 In addition to these key cycle connections, segregated cycle provision will be provided on Prescott Road to the south of the site, tying into wider cycle networks, and the proposed traffic calming scheme will include measures to reduce vehicle speeds along the remaining sections of Chapel Lane, offering a more conducive environment for both cyclists and pedestrians.

2.9 Who will pay and deliver the proposed improvements on Chapel Lane?

2.9.1 All of the proposed off-site transport improvements within Knowsley will be delivered via Section 278 agreements. These will be fully funded by the applicant and delivered as part of Conditions attached to any approval.

2.9.2 Separate S278 and/or S106 contributions will be made for works proposed within Halton Borough.

2.10 What impact will the development have upon the Chapel Lane / Cronton Road signalised junction?

2.10.1 The Transport Assessment (TA) submitted with the application showed that the development would result in a 12% and 14% increase in traffic at the Chapel Lane / Cronton Road junction in the morning and evening peak hours respectively.

2.10.2 However, the TA also demonstrated that the existing junction operates well within its capacity and even with the addition of the development traffic and background traffic growth and traffic associated with other committed developments, the junction will continue to operate well within its capacity, with c.30% practical reserve capacity at the junction

2.10.3 The maximum increase in queuing at the junction would be on Chapel Lane itself, where the forecast queues would extend from 9 to 13 vehicles in the morning peak hour and from 7 to 10 vehicles in the evening peak hour.

- 2.10.4 Knowsley Council's and Halton Borough Council's highways officers have confirmed that the impacts of the proposed development will be acceptable, subject to implementing the agreed package of off-site measures and the Travel Plan.

APPENDIX A. ILLUSTRATIVE MASTERPLAN



Key

	Site Boundary
	Avenue
	Primary Street
	Secondary Street
	Tertiary Streets
	Shared Private Drives
	Emergency Access
	Pedestrian/Cycle Routes
	Existing Trees
	Proposed Trees (Indicative)
	Attenuation Basin
	Green Infrastructure

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

Scale 1:2,500 (@A3)

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urbanists

Project Title
Chapel Lane, Widnes

e*SCAPE Job No.
022-009

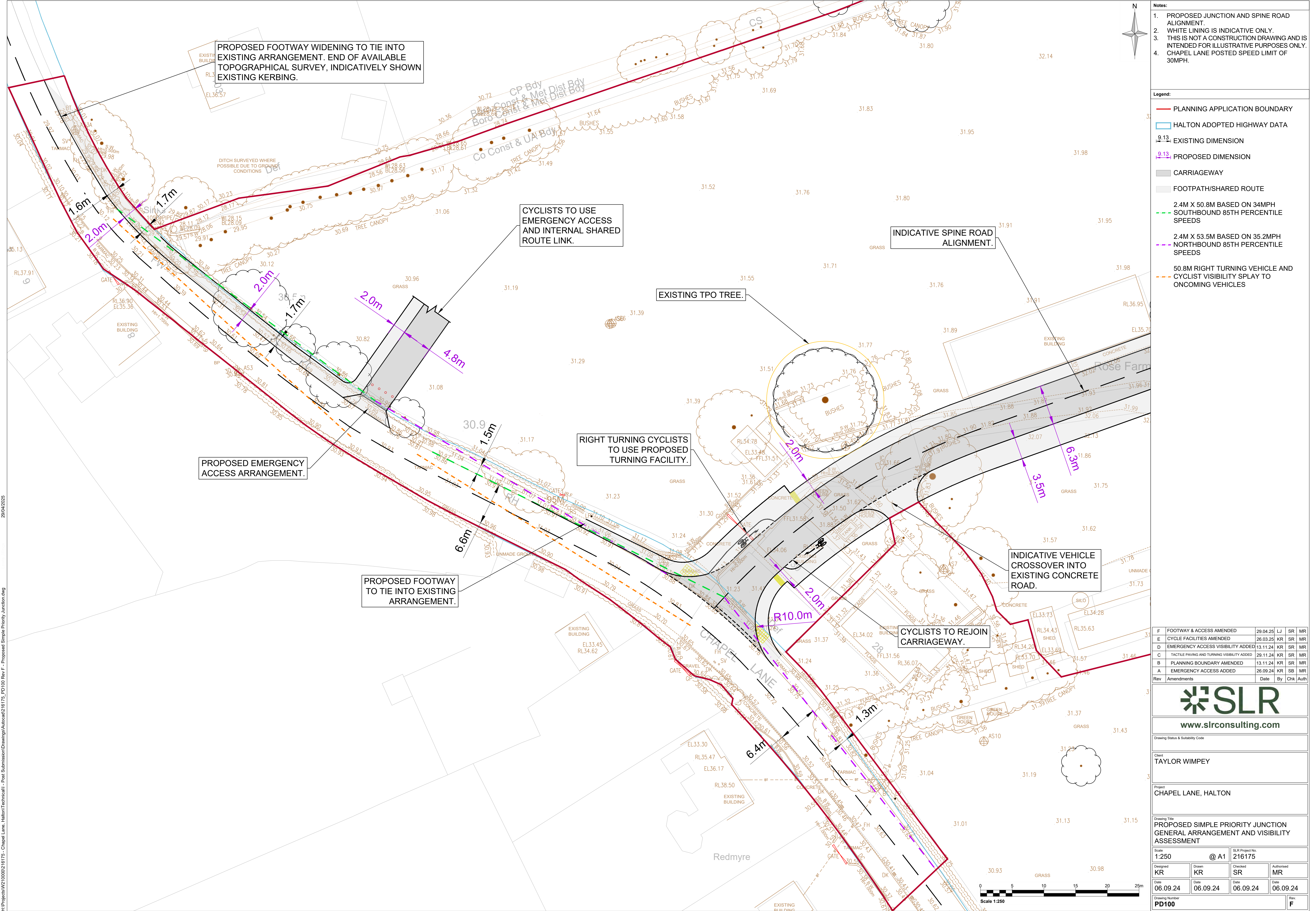
Client
Taylor Wimpey North West

Drawing Number	Revision
022-009-P005	REV J

Drawing Title
Illustrative Masterplan

Scale	Date
1:2,500 @ A3	July'25

APPENDIX B. DRAWING 216175 PD100 REV F –
PROPOSED SIMPLE PRIORITY
JUNCTION



- Notes:
1. PROPOSED JUNCTION AND SPINE ROAD ALIGNMENT.
 2. WHITE LINING IS INDICATIVE ONLY.
 3. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.
 4. CHAPEL LANE POSTED SPEED LIMIT OF 30MPH.

- Legend:
- PLANNING APPLICATION BOUNDARY
 - HALTON ADOPTED HIGHWAY DATA
 - 9.13 EXISTING DIMENSION
 - 9.13 PROPOSED DIMENSION
 - CARRIAGEWAY
 - FOOTPATH/SHARED ROUTE
 - 2.4M X 50.8M BASED ON 34MPH
 - SOUTHBOUND 85TH PERCENTILE SPEEDS
 - 2.4M X 53.5M BASED ON 35.2MPH
 - NORTHBOUND 85TH PERCENTILE SPEEDS
 - 50.8M RIGHT TURNING VEHICLE AND
 - CYCLIST VISIBILITY SPPLAY TO ONCOMING VEHICLES

F	FOOTWAY & ACCESS AMENDED	29.04.25	LJ	SR	MR
E	CYCLE FACILITIES AMENDED	26.03.25	KR	SR	MR
D	EMERGENCY ACCESS VISIBILITY ADDED	13.11.24	KR	SR	MR
C	TACTILE PAVING AND TURNING VISIBILITY ADDED	29.11.24	KR	SR	MR
B	PLANNING BOUNDARY AMENDED	13.11.24	KR	SR	MR
A	EMERGENCY ACCESS ADDED	26.09.24	KR	SB	MR
Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
TAYLOR WIMPEY

Project
CHAPEL LANE, HALTON

Drawing Title
PROPOSED SIMPLE PRIORITY JUNCTION
GENERAL ARRANGEMENT AND VISIBILITY
ASSESSMENT

Scale
1:250 @ A1

SLR Project No.
216175

Designed
KR

Drawn
KR

Checked
SR

Authorised
MR

Date
06.09.24

Date
06.09.24

Date
06.09.24

Date
06.09.24

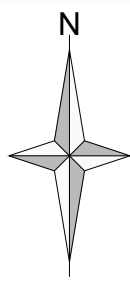
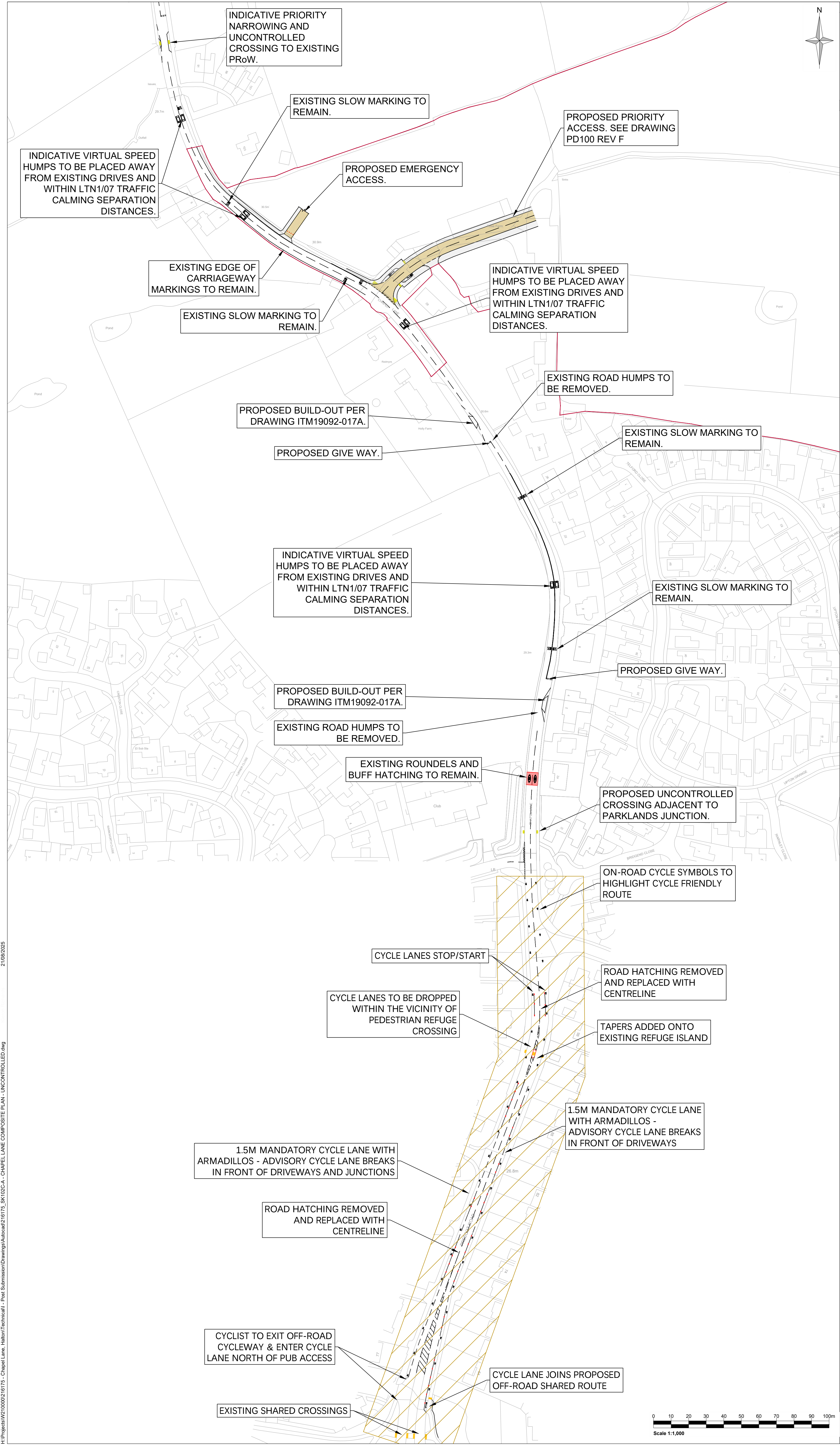
Drawing Number
PD100

Rev
F

APPENDIX C. DRAWING 216175 SK102C-A –
CHAPEL LANE COMPOSITE PLAN -
UNCONTROLLED

21/08/2025

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- Notes:**
1. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.
 2. WHITE LINING IS INDICATIVE ONLY.
 3. PROPOSALS BASED ON DRAWINGS PRODUCED BY SLR AND I-TRANSPORT - PD100 REV F - PRIORITY JUNCTION, ITM19092-GA-016-17A AND PD102 - TRAFFIC CALMING STRATEGY.

Legend:

 ACTIVE TRAVEL DETAILS FOR THIS SECTION TO BE CONFIRMED BY HBC

A	ITM19092-017A PROPOSALS ADDED	21.08.25	KR	MR
Rev	Amendments	Date	By	Chk

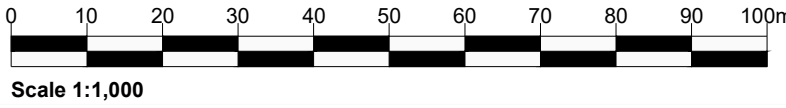


Client:
TAYLOR WIMPEY

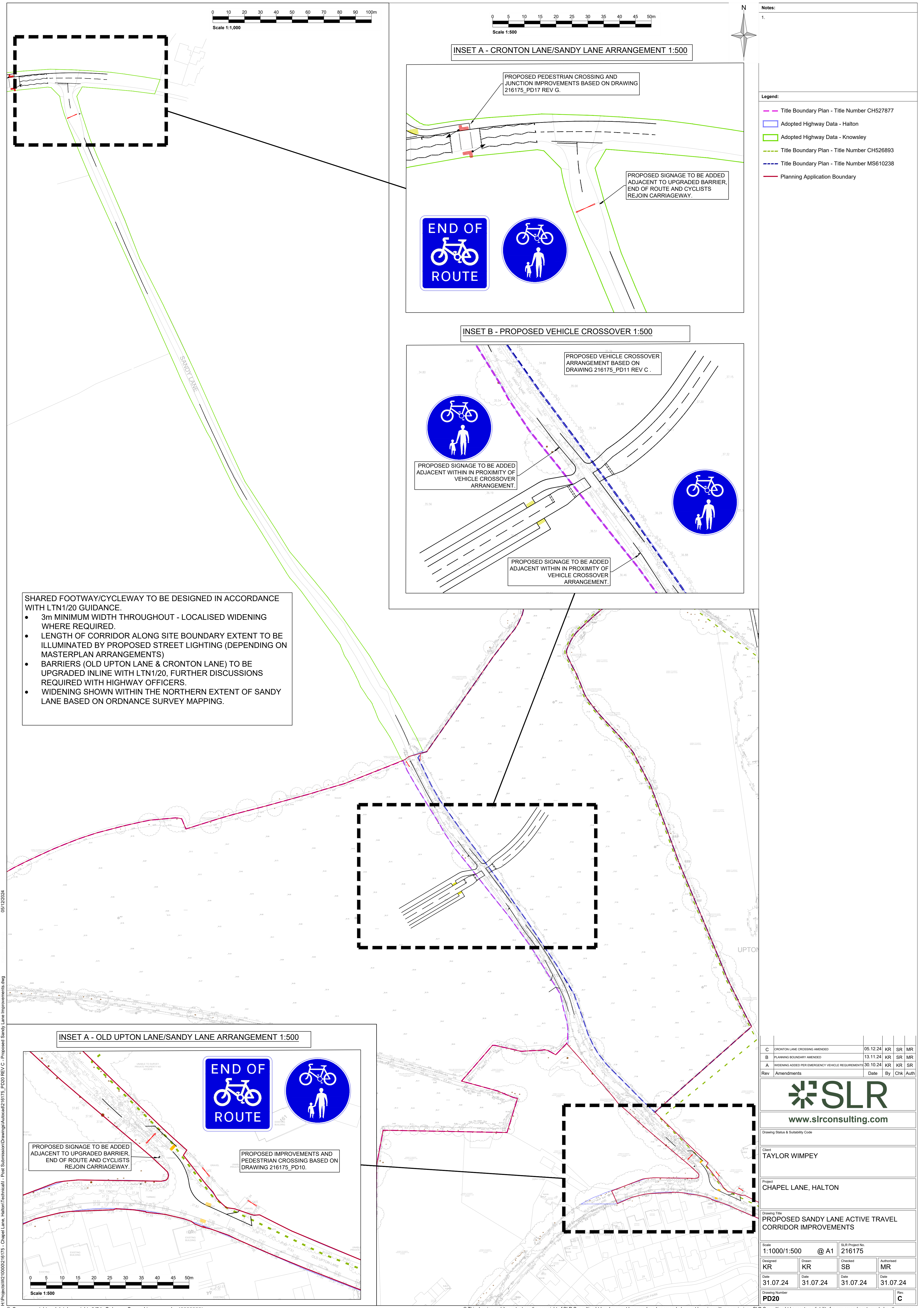
Project:
CHAPEL LANE, HALTON

Drawing Title:
PROPOSED TRAFFIC CALMING AND OFFSITE WORKS ON CHAPEL LANE UNCONTROLLED CROSSING

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Designed KR	Drawn KR	Checked MR	Authorised MR	
Date 15.08.25	Date 15.08.25	Date 15.08.25	Date 15.08.25	
Drawing Number SK102C			Rev. A	

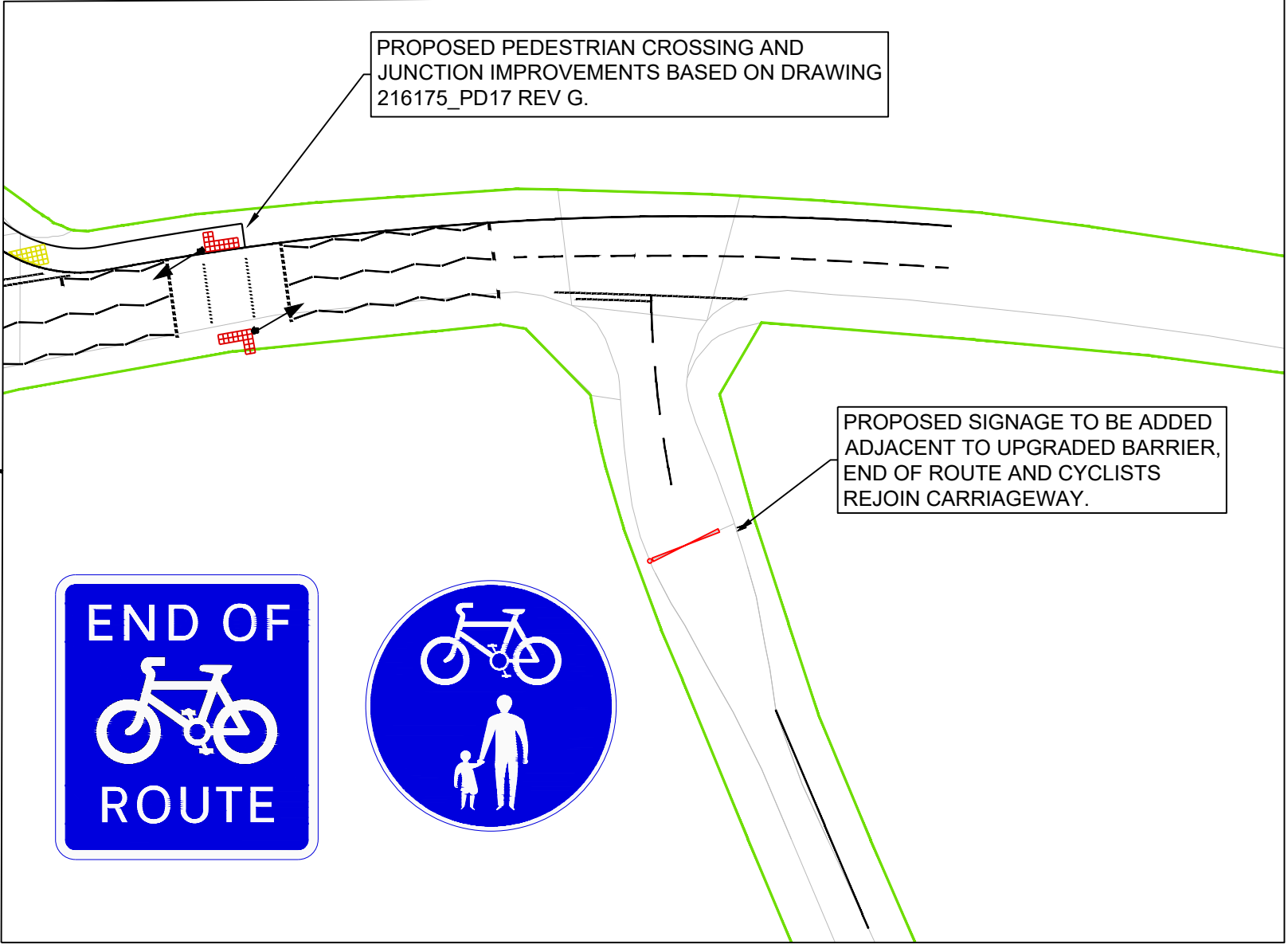


APPENDIX D. OFF-SITE MEASURES IN KNOWSLEY

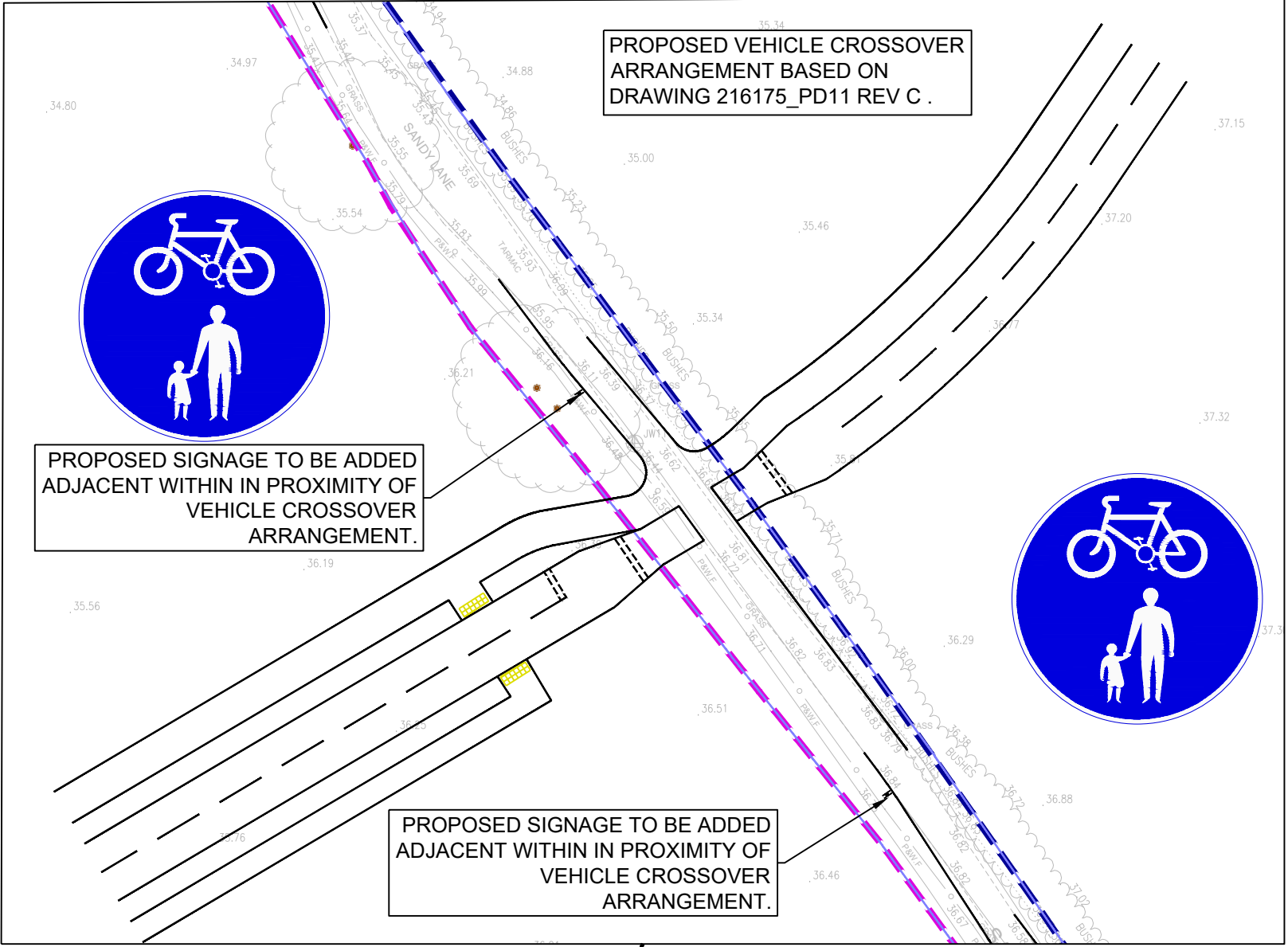


- SHARED FOOTWAY/CYCLEWAY TO BE DESIGNED IN ACCORDANCE WITH LTN1/20 GUIDANCE.
- 3m MINIMUM WIDTH THROUGHOUT - LOCALISED WIDENING WHERE REQUIRED.
 - LENGTH OF CORRIDOR ALONG SITE BOUNDARY EXTENT TO BE ILLUMINATED BY PROPOSED STREET LIGHTING (DEPENDING ON MASTERPLAN ARRANGEMENTS)
 - BARRIERS (OLD UPTON LANE & CRONTON LANE) TO BE UPGRADED INLINE WITH LTN1/20, FURTHER DISCUSSIONS REQUIRED WITH HIGHWAY OFFICERS.
 - WIDENING SHOWN WITHIN THE NORTHERN EXTENT OF SANDY LANE BASED ON ORDNANCE SURVEY MAPPING.

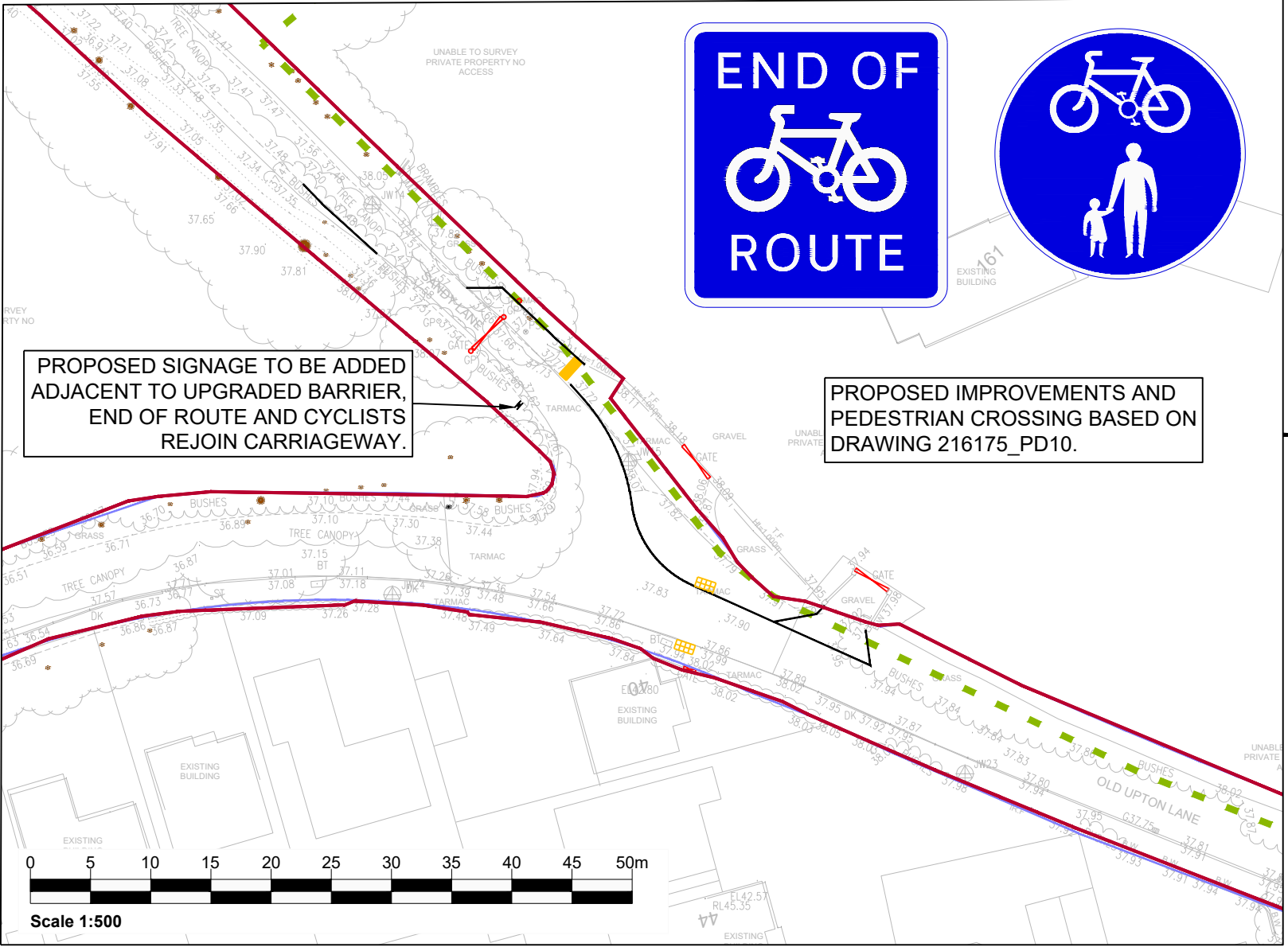
INSET A - CRONTON LANE/SANDY LANE ARRANGEMENT 1:500



INSET B - PROPOSED VEHICLE CROSSOVER 1:500



INSET A - OLD UPTON LANE/SANDY LANE ARRANGEMENT 1:500



Notes:

1.

- Legend:
- Title Boundary Plan - Title Number CH527877
 - Adopted Highway Data - Halton
 - Adopted Highway Data - Knowsley
 - Title Boundary Plan - Title Number CH526893
 - Title Boundary Plan - Title Number MS610238
 - Planning Application Boundary

C	CRONTON LANE CROSSING AMENDED	05.12.24	KR	SR	MR
B	PLANNING BOUNDARY AMENDED	13.11.24	KR	SR	MR
A	WIDENING ADDED PER EMERGENCY VEHICLE REQUIREMENTS	30.10.24	KR	KR	SR
Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
TAYLOR WIMPEY

Project
CHAPEL LANE, HALTON

Drawing Title
PROPOSED SANDY LANE ACTIVE TRAVEL CORRIDOR IMPROVEMENTS

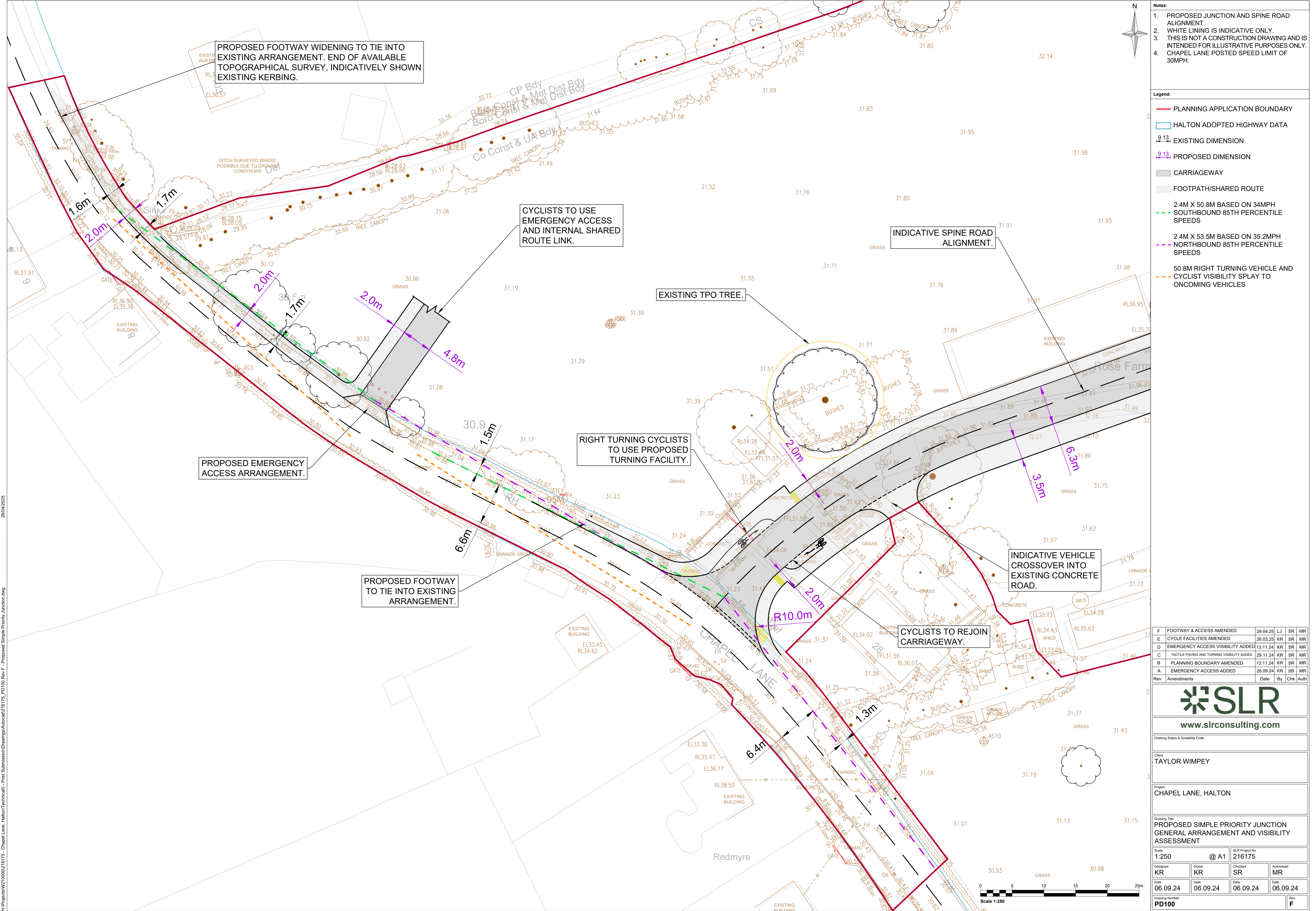
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SLR Project No.
216175

Designed KR	Drawn KR	Checked SB	Authorised MR
Date 31.07.24	Date 31.07.24	Date 31.07.24	Date 31.07.24

Drawing Number
PD20

Rev
C



Notes:

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4. CHAPEL LANE POSTED SPEED LIMIT OF 30MPH.

Legend:

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F	FOOTWAY & ACCESS AMENDED	29.04.25	LJ	SR	MR
E	CYCLE FACILITIES AMENDED	26.03.25	KR	SR	MR
D	EMERGENCY ACCESS VISIBILITY ADDED	13.11.24	KR	SR	MR
C	TACTILE PAVING AND TURNING VISIBILITY ADDED	29.11.24	KR	SR	MR
B	PLANNING BOUNDARY AMENDED	13.11.24	KR	SR	MR
A	EMERGENCY ACCESS ADDED	26.09.24	KR	SB	MR
Rev	Amendments	Date	By	Chk	Auth

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Client
TAYLOR WIMPEY

Project
CHAPEL LANE, HALTON

Drawing Title
PROPOSED SIMPLE PRIORITY JUNCTION
GENERAL ARRANGEMENT AND VISIBILITY
ASSESSMENT

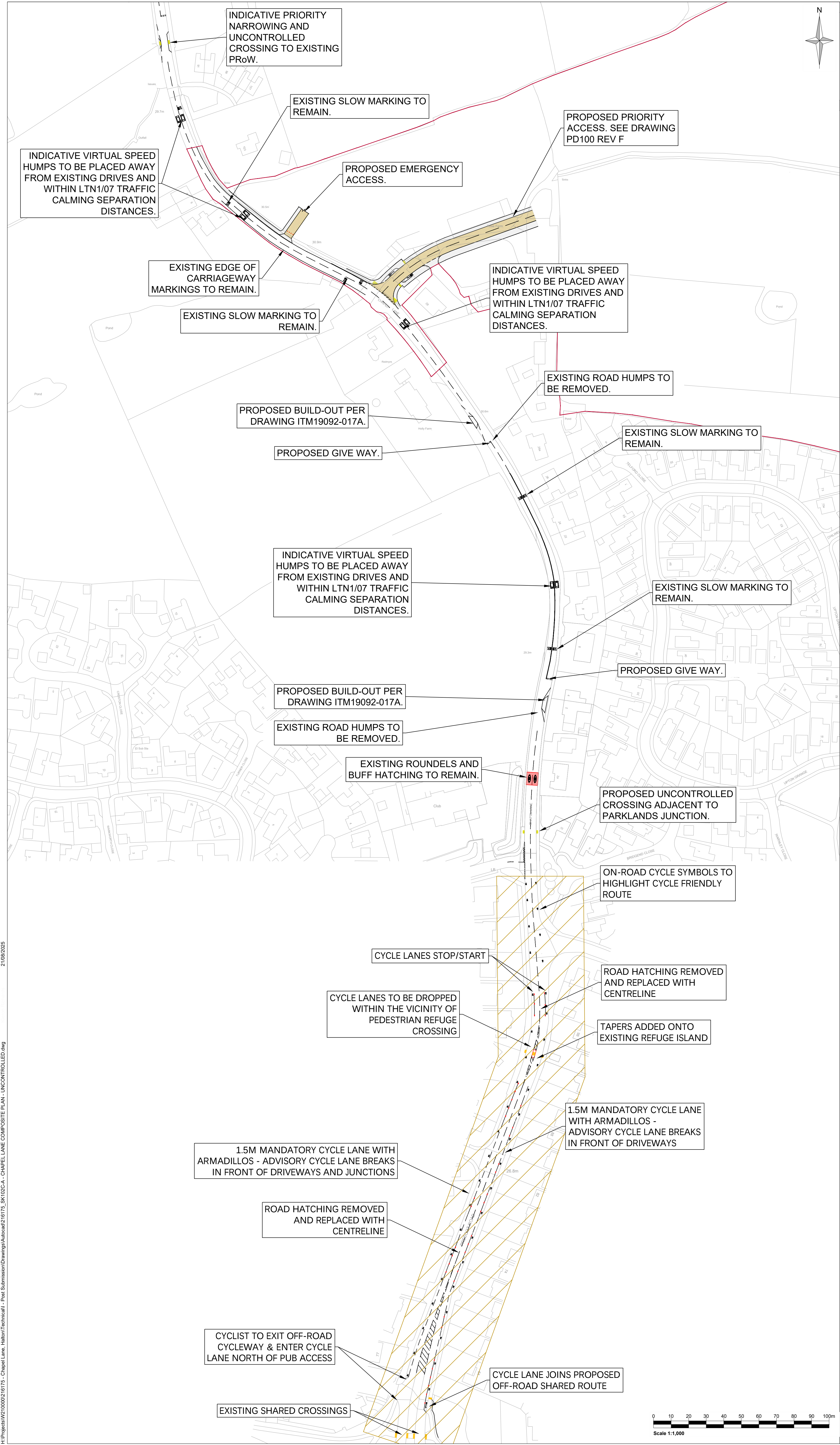
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Date 06.09.24	Date 06.09.24	Date 06.09.24	Date 06.09.24
Drawing Number PD100	Rev F		

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Legend:

ACTIVE TRAVEL DETAILS FOR THIS SECTION TO BE CONFIRMED BY HBC

A	ITM19092-017A PROPOSALS ADDED	21.08.25	KR	MR
Rev	Amendments	Date	By	Chk

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Client
TAYLOR WIMPEY

Project
CHAPEL LANE, HALTON

Drawing Title
PROPOSED TRAFFIC CALMING AND OFFSITE WORKS ON CHAPEL LANE UNCONTROLLED CROSSING

Scale
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SLR Project No.
216175

Designed
KR

Drawn
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Checked
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Authorised
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Date
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Date
15.08.25

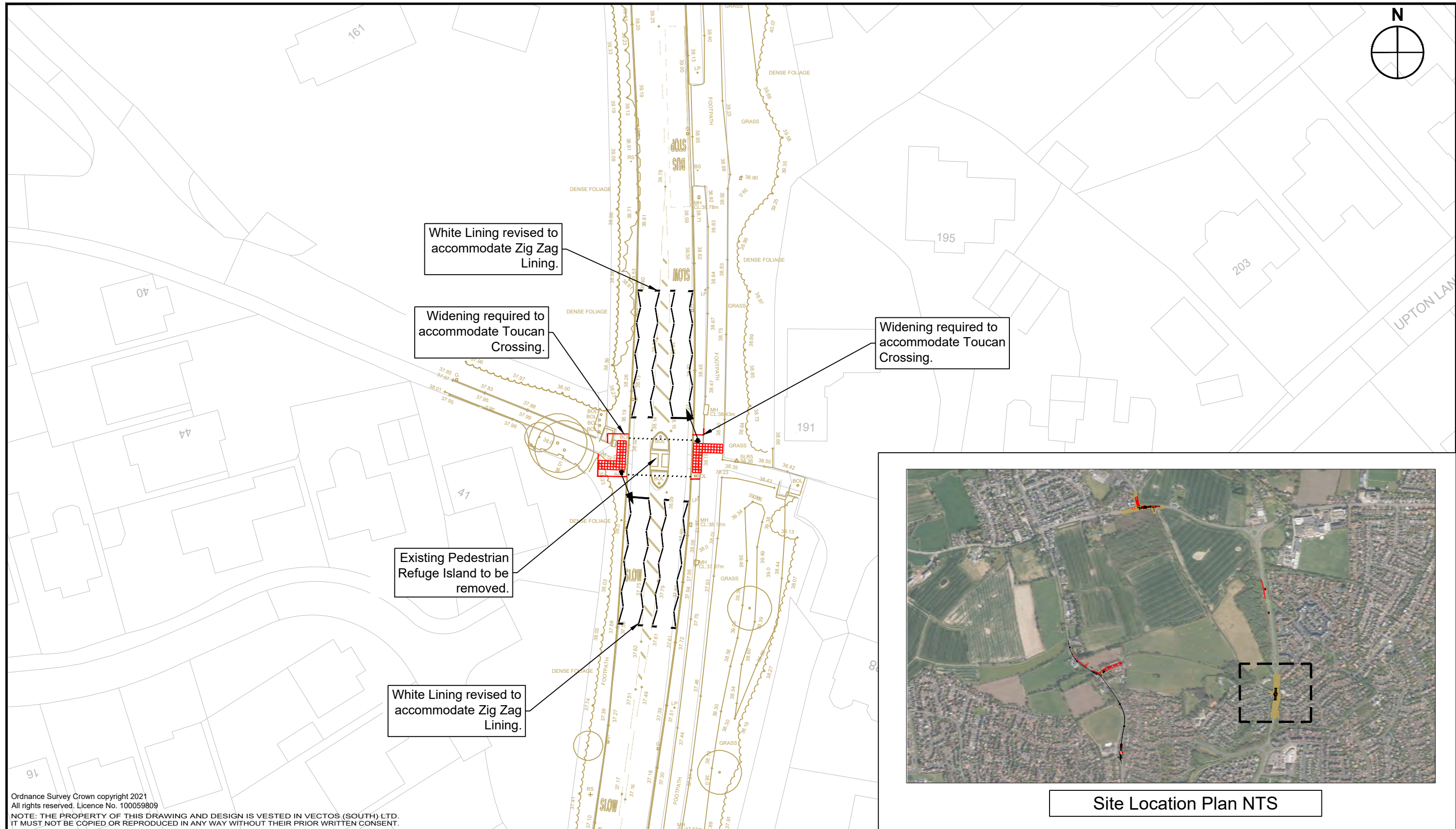
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Date
15.08.25

Drawing Number
SK102C

Rev.
A

APPENDIX E. OFF-SITE MEASURES IN HALTON



REV.	DETAILS	DRAWN	CHECKED	DATE
A	Topographical Survey Added	KR	SB	23.10.23
B	Revised Arrangement on updated Topo Extents	KR	SR	22.02.24
C	Priority Access Amended	KR	SR	01.08.24
D	Priority Access Amended	KR	MR	07.09.24
E	Priority Access Amended	KR	MR	26.09.24
F	Site Overview Amended	KR	SR	12.12.24

INFORMATION ONLY

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. White lining is indicative only.

Chapel Lane, Halton

Old Upton Road - Queensbury Way
Toucan Crossing

DRAWN: KR

CHECKED: MR

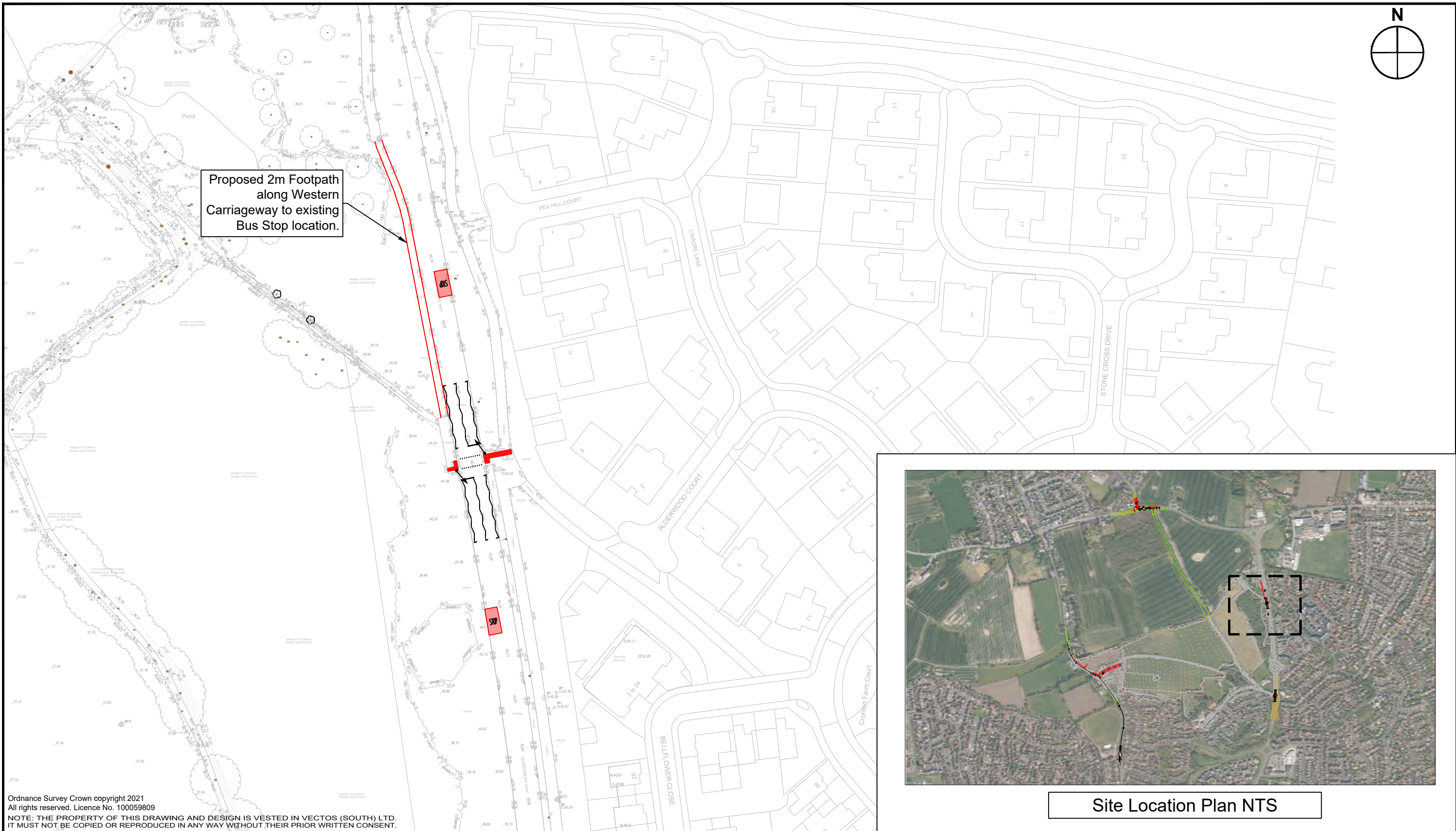
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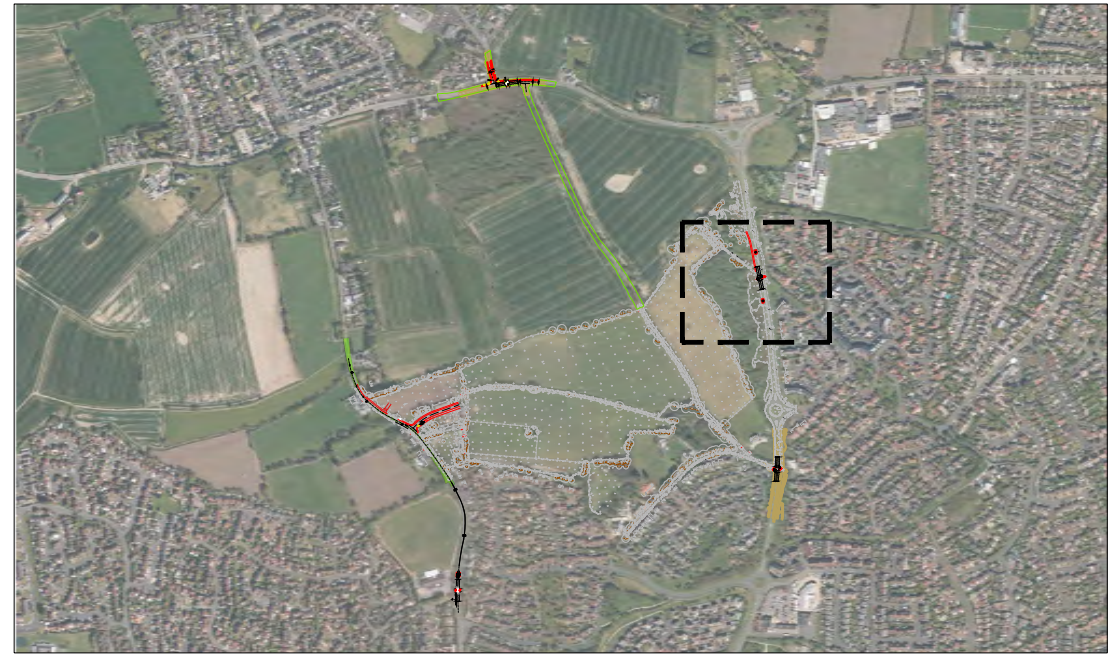
Taylor Wimpey

DRAWING NUMBER: 216175_PD15

REVISION: F



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Site Location Plan NTS

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Footpath added to Bus Stop	KR	SR	17.10.23
B	Topographical Survey Added	KR	SR	23.10.23
C	Priority Access Amended	KR	SR	01.08.24
D	Priority Access Amended	KR	MR	07.09.24
E	Priority Access Amended	KR	MR	26.09.24

Notes:
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2. White lining is indicative only.

INFORMATION ONLY

Chapel Lane, Halton

PRoW - Queensbury Way
Pelican Crossing

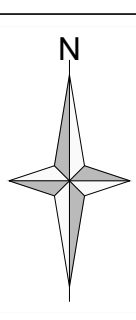
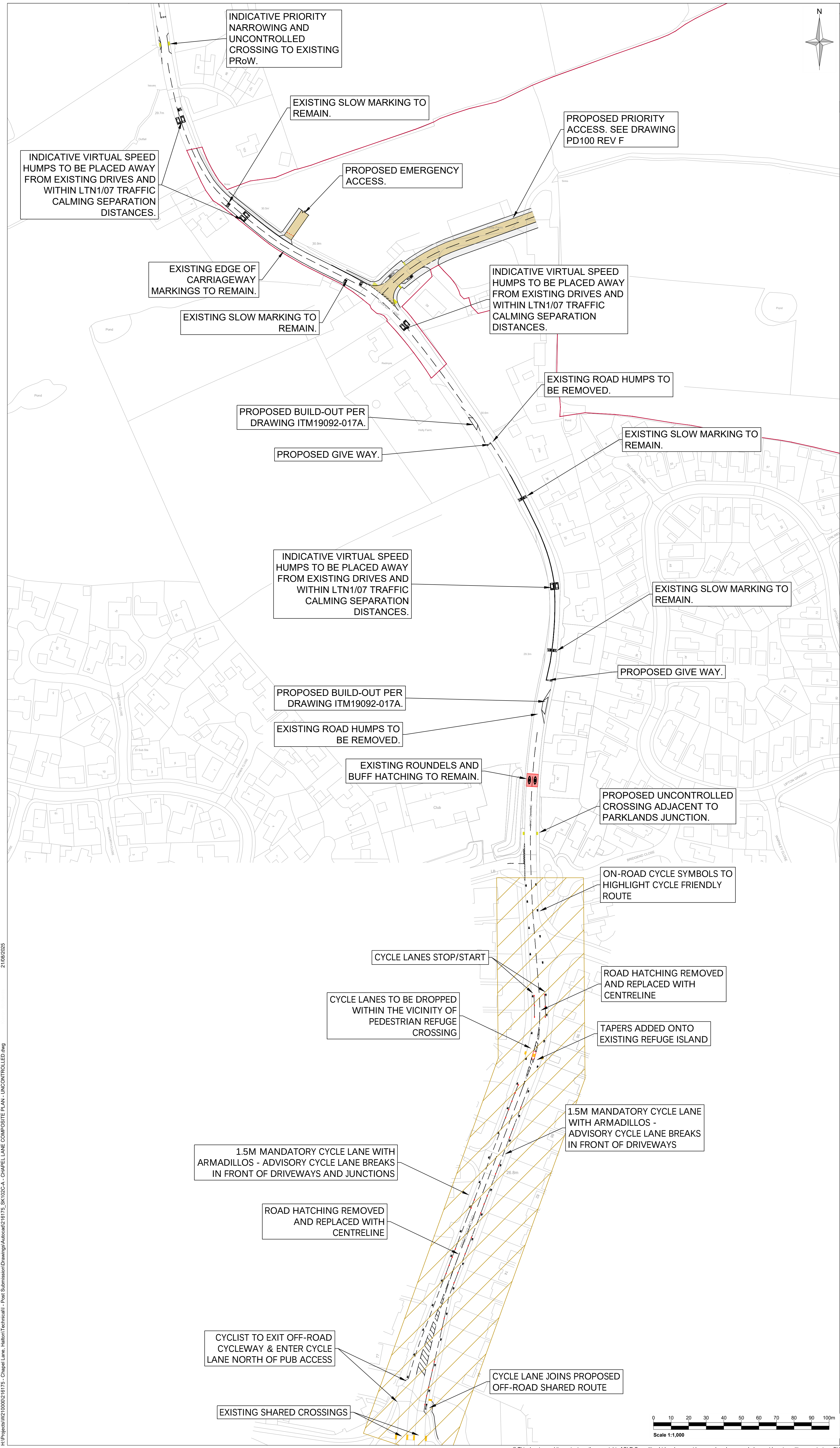
Taylor Wimpey



DRAWN: KR	CHECKED: MR	DATE: 27.09.23	SCALES: 1:1000 at A3	DRAWING NUMBER: 216175_PD16	REVISION: E
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21.08.2025

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Legend:

ACTIVE TRAVEL DETAILS FOR THIS SECTION TO BE CONFIRMED BY HBC

A	ITM19092-017A PROPOSALS ADDED	21.08.25	KR	MR
Rev	Amendments	Date	By	Chk

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Drawing Status & Suitability Code

Client:
TAYLOR WIMPEY

Project:
CHAPEL LANE, HALTON

Drawing Title:
PROPOSED TRAFFIC CALMING AND OFFSITE WORKS ON CHAPEL LANE UNCONTROLLED CROSSING

Scale 1:1000	@ A1	SLR Project No. 216175
Designed KR	Drawn KR	Checked MR
Date 15.08.25	Date 15.08.25	Date 15.08.25

Drawing Number
SK102C

Rev:
A

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EMERGENCY ACCESS
GENERAL ARRANGEMENT
1:200

PROPOSED 3M SHARED ROUTE WIDENING.

PROPOSED WIDENING
BASED ON 3M SHARED
ROUTE REQUIREMENTS
AND ADDITIONAL
WIDENING FOR SWEEP
PATH ANALYSIS.

PROPOSED
EMERGENCY ACCESS
TO TIE INTO TURNING
HEAD ARRANGEMENT.

3.4M WIDENING TO
ACCOMMODATE FIRE
TENDER SWEEP PATH
ANALYSIS.

UNABLE TO SURVEY
PRIVATE PROPERTY NO
ACCESS

0 2 4 6 8 10 12 14 16 18 20m
Scale 1:200

SWEPT PATH ANALYSIS
FIRE TENDER
INBOUND
1:500

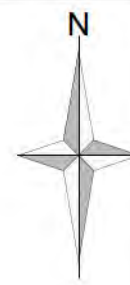
PROPOSED CROSSOVER AND
PRIORITY NARROWING.

Parcel 10
1.01ha
40 houses
40 dph

parcel 11
0.39ha
12 houses
30dph

PROPOSED
WIDENING AND
IMPROVEMENTS
BASED ON DRAWING
216175_PD20.

0 5 10 15 20 25 30 35 40 45 50m
Scale 1:500



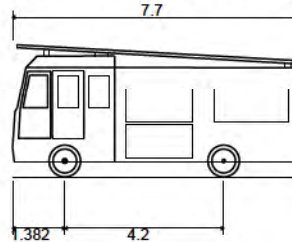
Notes:

1. WHITE LINING IS INDICATIVE ONLY.
2. THIS IS NOT A CONSTRUCTION DRAWING AND IS INTENDED FOR ILLUSTRATIVE PURPOSES ONLY.
3. CHAPEL LANE POSTED SPEED LIMIT OF 30MPH.

Legend:

- PLANNING APPLICATION BOUNDARY
- ADOPTED HIGHWAY BOUNDARY

Dennis Sabre Fire Tender (LWB)



Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m

A	REVISED INDICATIVE MASTERPLAN	13.11.24	KR	SR	MR
Rev	Amendments	Date	By	Chk	Auth



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Drawing Status & Suitability Code

Client
TAYLOR WIMPEY

Project
CHAPEL LANE, HALTON

Drawing Title
PROPOSED EMERGENCY ACCESS ROUTE
SWEEP PATH ANALYSIS
FIRE TENDER

Scale
AS SHOWN @ A1

SLR Project No.
216175

Designed KR	Drawn KR	Checked SR	Authorised SR
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Date 30.10.24	Date 30.10.24	Date 30.10.24	Date 30.10.24
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Drawing Number PD104	Rev A
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APPENDIX F. ACTIVE TRAVEL NETWORKS



Key

Key Local Facility

Existing Provision

Proposed Provision

PProW from Halton Borough Council and Knowsley Council

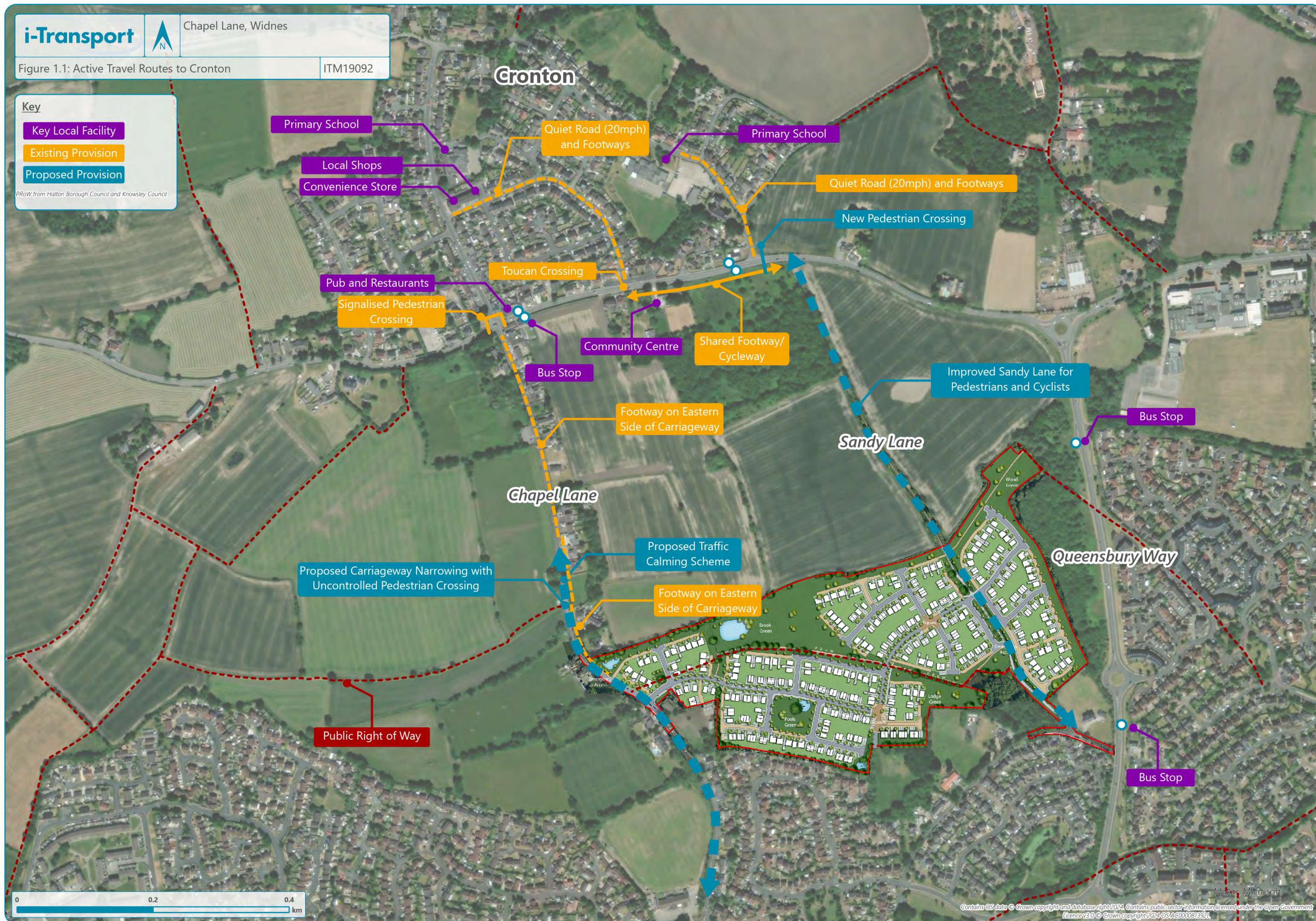




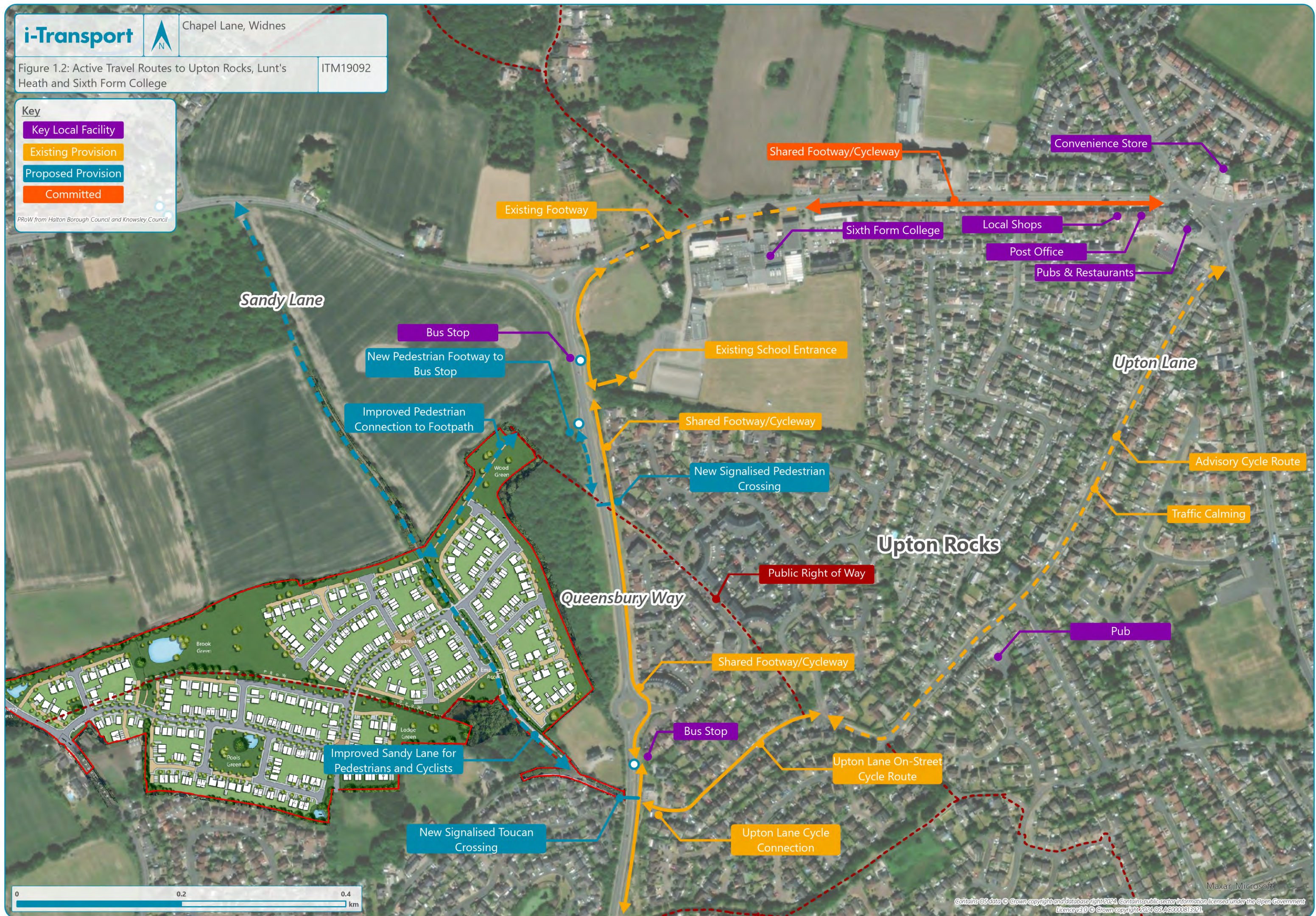
Figure 1.2: Active Travel Routes to Upton Rocks, Lunt's Heath and Sixth Form College

ITM19092

Key

- Key Local Facility
- Existing Provision
- Proposed Provision
- Committed

PRoW from Halton Borough Council and Knowsley Council





Key

Key Local Facility

Existing Provision

Proposed Provision

PRoW from Halton Borough Council and Knowsley Council



Key

Key Local Facility

Existing Provision

Proposed Provision

PRoW from Halton Borough Council and Knowsley Council

