

Proposed Submission Version Local Plan

Preparing the submission

Comprehensive review of evidence base and options appraisal:

- Taken into account 4,500+ responses made to PDO consultation
- New national planning policy (NPPF) including 'standard housing methodology'
- Changing economic context with Brexit
- Reviewed urban capacity / brownfield sites in greater detail

Detailed site assessment process to select sites in the outlying settlements.

Detailed discussions with neighbouring authorities to inform content of the plan.

Review of existing Local Plan policies to ensure up to date and effective.

Prepared in parallel with new Local Transport Plan (LTP4).

Key elements

Plan Period 2017 to 2037:

- Meets Government's requirement of minimum 15 year post adoption

Housing requirement of 945 homes per annum:

- Minimum requirement under Government methodology of 909 homes per annum
- Uplift to ensure balance with economic growth and address affordability issues for young people
- Reduction from PDO requirement of 1,113 per annum

Employment Land Requirement – 362 ha

- Broadly similar to that proposed in PDO
- Reflects strong market demand for land in Warrington



Calculating how much land we need for new homes

We have reviewed the capacity of the existing urban area / brownfield sites in detail, including promoting higher densities of development in the Town Centre and Inner Warrington.

A 10% contingency or 'flexibility' has been included in the land requirement calculation. This is in the event that certain sites do not come forward as quickly as expected. This is consistent with other Councils preparing local plans.

We are no longer proposing to remove land from the Green Belt to be 'safeguarded' for future development beyond the Plan Period.

Calculating the Housing Land requirement	
Annual requirement	945
2017 to 2037	18,900
Flexibility @ 10%	1,890
Total requirement	20,790
Urban capacity	13,726
Green Belt requirement	7,064

Assessing options for main development areas for housing

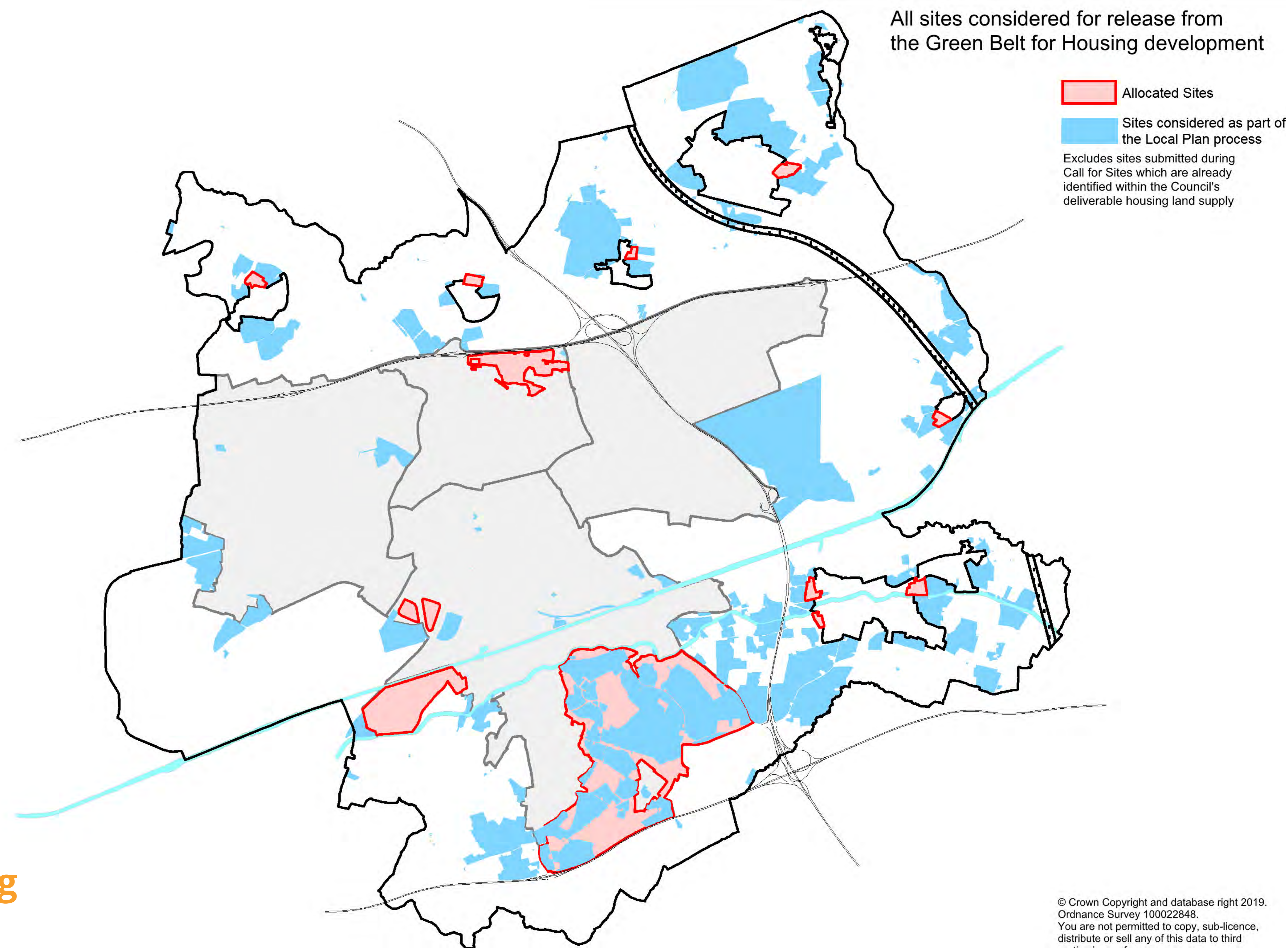
We believe the **Garden Suburb** and **South West Urban Extension** can deliver infrastructure to support their development and contribute to the wider sustainable development of Warrington as a whole. Green Belt release can be facilitated without compromising the overall strategic importance of Warrington's Green Belt. There will be impacts on the character of surrounding areas but the size of the allocation enables some of these impacts to be offset. Similarly impacts on important ecological and heritage assets can be mitigated.

Urban extensions in one of more of the **outlying settlements** would impact on their character and make a lesser contribution to the infrastructure required to support Warrington's overall growth.

Fragmented nature of sites to the **west** and **north** means infrastructure delivery may be more difficult, whilst sites in the **west** raise greatest Green Belt concerns.

Sites in the **east** have greatest environmental constraints.

Dispersed development is less likely to deliver the strategic and local infrastructure needed to support development itself and contribute to the wider development of Warrington as a whole.



How we have selected sites in the outlying settlements

- Discounted sites under 0.25ha
- Discounted sites making a strong contribution to the Green Belt
- Discounted sites in areas of high flood risk
- Assessed remaining sites against Local Plan objectives, sustainability criteria, potential impact on minerals safeguarding areas and access arrangements
- Selected best performing site(s) for each settlement

Calculating how much land we need for employment

We have reviewed the capacity of the existing urban area / brownfield sites in detail.

Our regeneration masterplans for the Town Centre and Inner Warrington will provide new employment land.

We have agreed in principle with St Helens that the western extension to the existing Omega employment location proposed in their Local Plan will contribute to meeting Warrington's employment land needs.

Calculating the employment land requirement

Total requirement	361.71
Existing supply	83.91 ha
Masterplan additional	31.46 ha
St Helens Omega extension	31.20 ha
Green Belt requirement	215.14 ha

Selecting Employment Sites

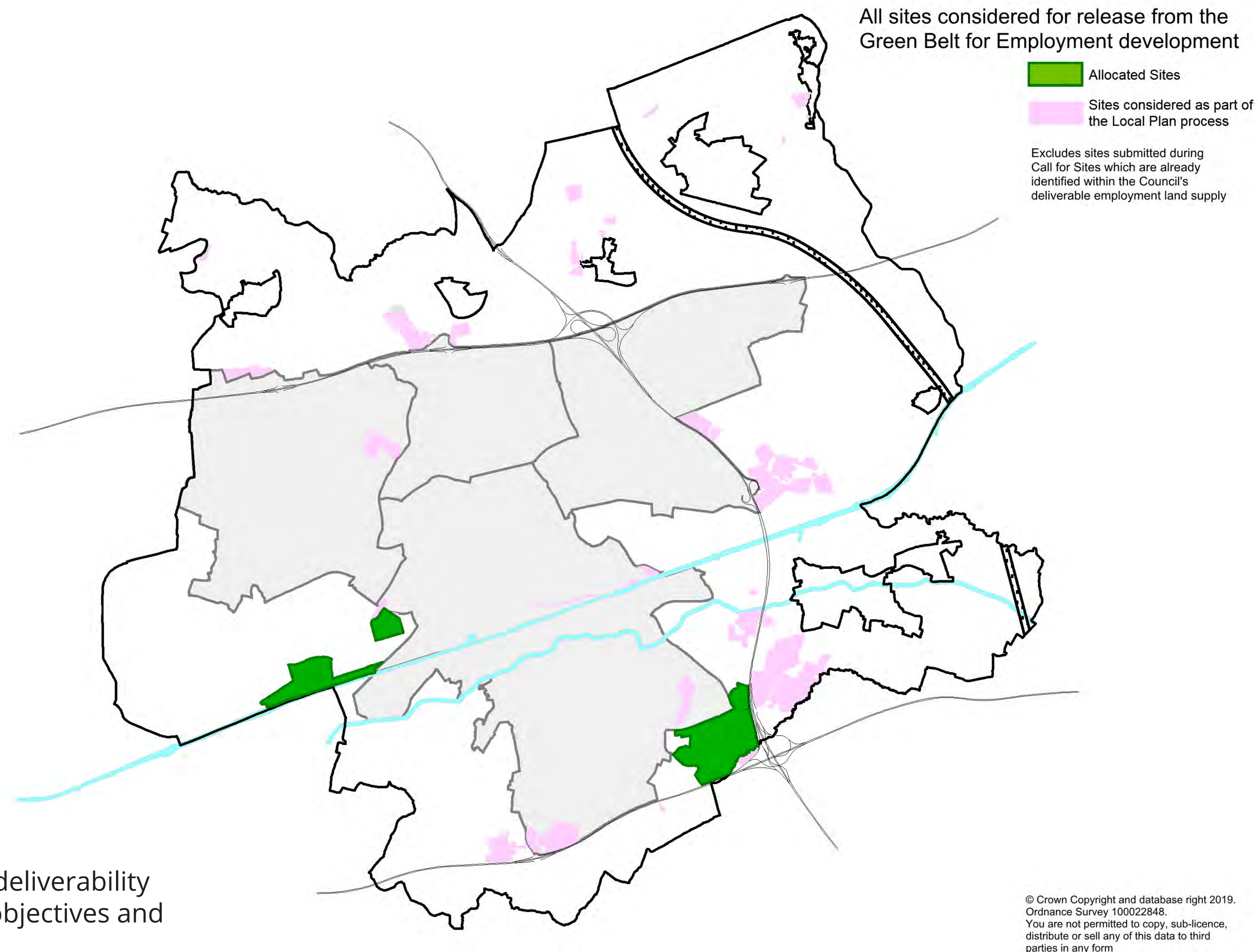
Potential employment sites assessed in terms of their suitability and deliverability for meeting Warrington's employment needs and against Local Plan objectives and sustainability criteria.

The Plan proposes to allocate the following 3 additional employment areas which were the best performing in the assessment process:

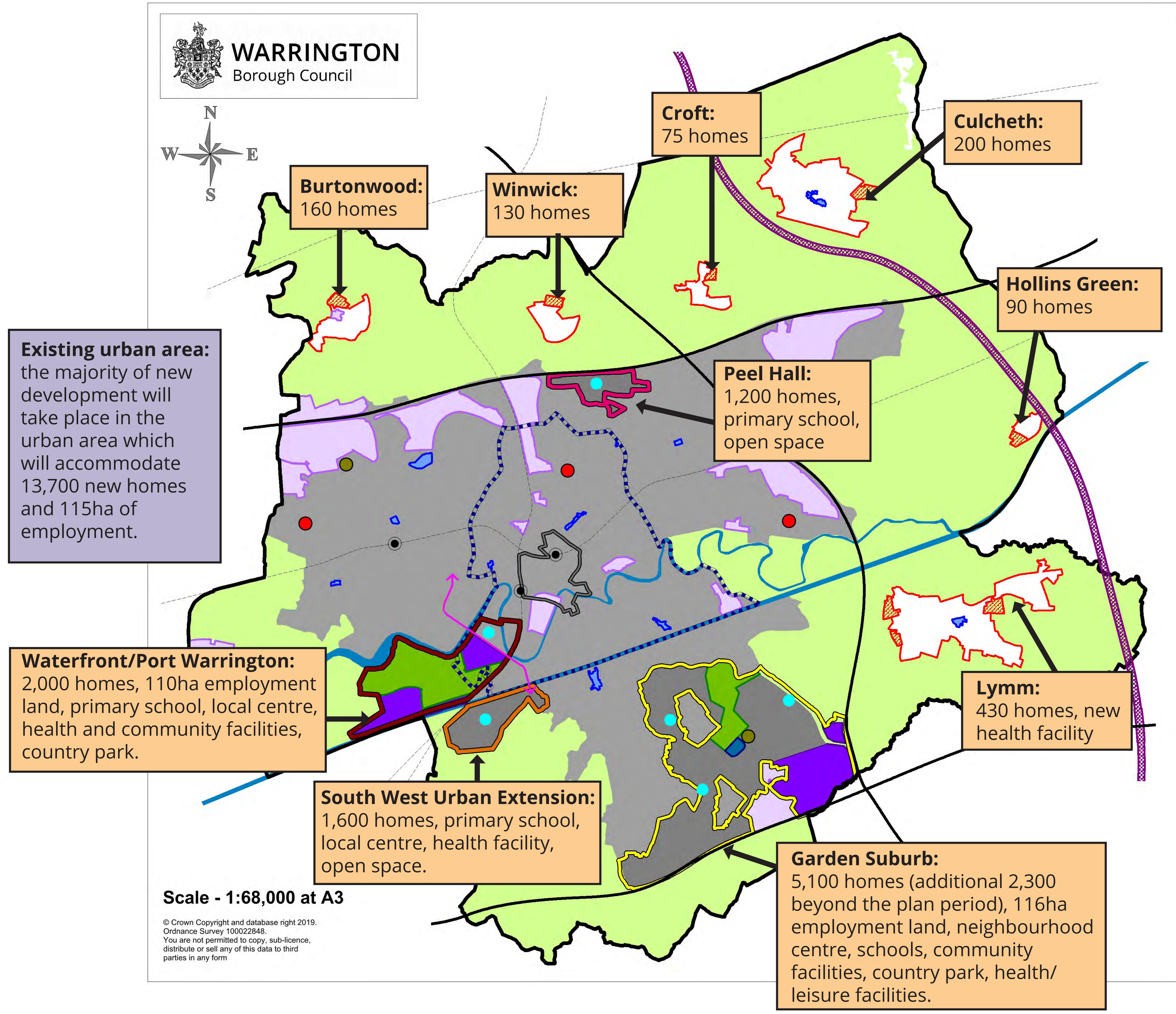
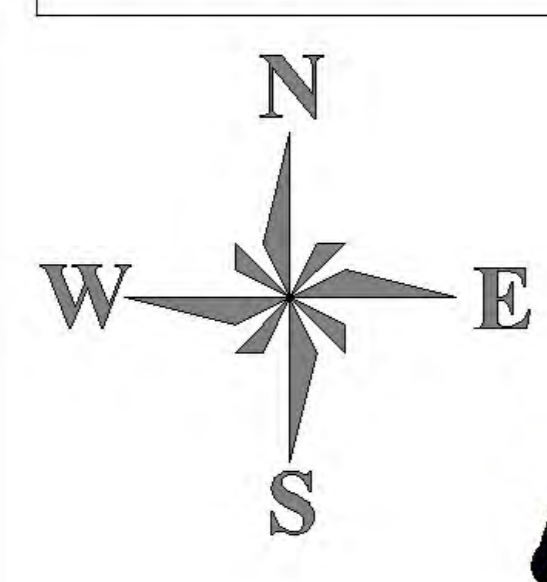
Port Warrington (74.36ha) – the principle of expansion of the Port was established in the previous Plan due to the location of the site, the increase in freight on the Manchester Ship Canal and the ability to connect the ship canal to the road and rail network. The Port will form part of the wider Warrington Waterfront allocation and will be accessed by road from the new Western Link.

Waterfront Business Hub (25.47ha) – a modern business park located within the wider Waterfront Allocation, benefiting from proximity to Port Warrington, but also Bank Quay station and the Town Centre.

Garden Suburb Employment Area (116ha) – this is located at the junction of the M6 and M56 and will meet a large proportion of the Borough's identified requirement for distribution uses. It will benefit from proximity to the Garden Suburb's neighbourhood centre and planned improvements to road infrastructure.



Local Plan Spatial Strategy



Scale - 1:68,000 at A3

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Legend

- Main Urban Area
- Inner Warrington
- Town Centre

Main Development Areas

- South West Extension
- Waterfront
- Garden Suburb
- Peel Hall

Employment

- Existing Employment Areas
- Proposed Employment Areas

Green Infrastructure

- Proposed Green Infrastructure

Retail

- District & Neighbourhood Centres
- Proposed Neighbourhood Centre
- Proposed Local Centres
- Hubs
- Proposed Hubs

Transport

- Stations
- HS2 Safeguarded Land
- Western Link
- Borough Boundary

**Warrington Borough Council
Local Plan Review**

Key Diagram



Policy TC1 Town Centre

The regeneration and evolution of the Town Centre is a priority for the Council.

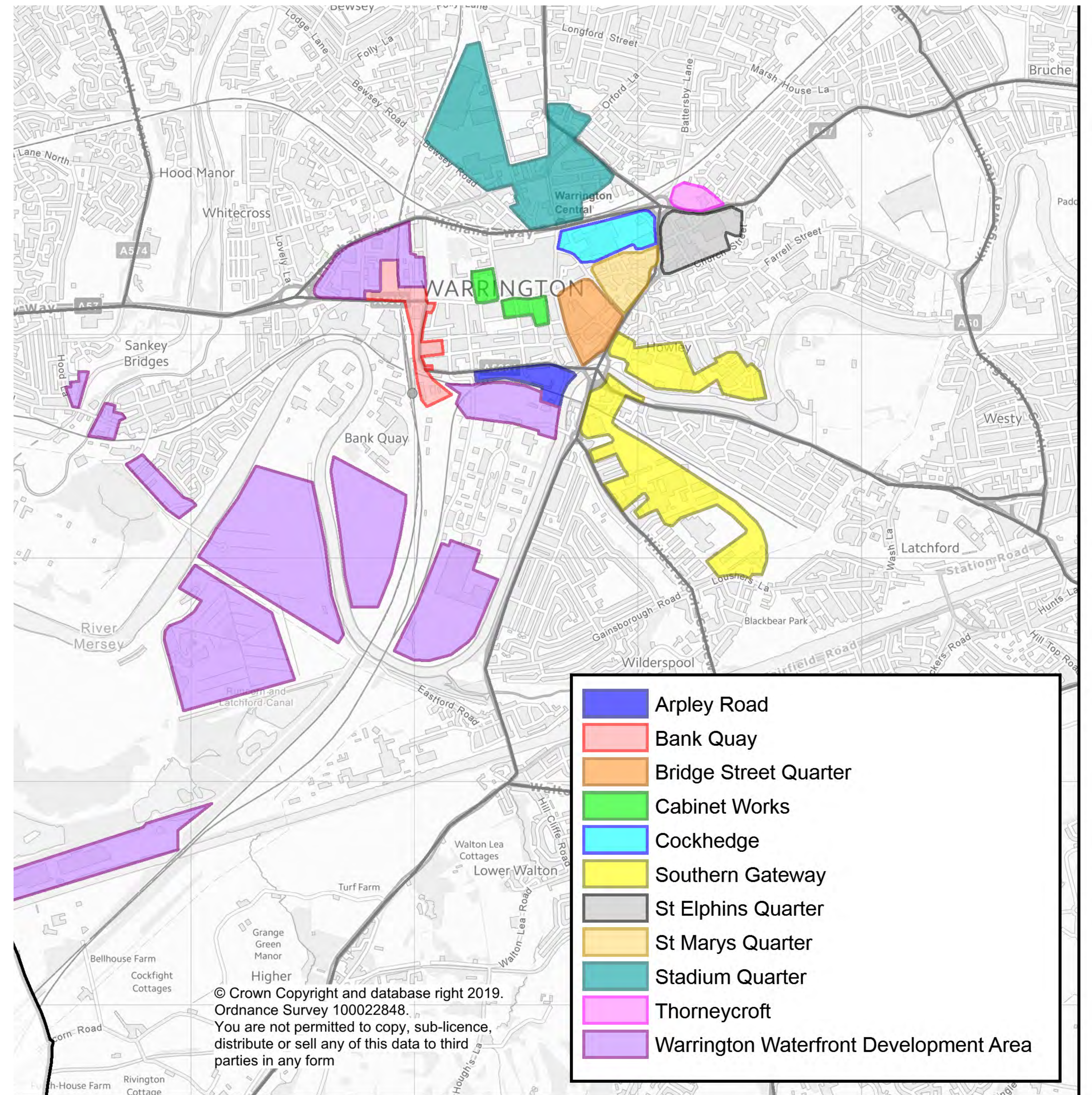
A number of large development initiatives are already being progressed by the public and private sectors within the Town Centre and the immediately surrounding areas that form part of the Council's Town Centre Masterplan.

The Council acknowledges that traditional retailing is struggling and therefore the role of the Town Centre needs to evolve into a place that is more than just about shopping.

The draft Plan seeks to maximise the number of people living in Warrington Town Centre and focus its future as a vibrant hub of culture, leisure and entertainment, sustainable transportation, business and living.

This approach will positively support retailing and the Town Centre's 'high streets', reinforce the Town Centre's riverside location and preserve and enhance its many outstanding heritage assets.

The draft Plan identifies the potential for around 4,000 new homes in the Town Centre and surrounding development sites. The Town Centre will provide higher density residential and office development and the opportunity for taller buildings.



Policy MD1 Warrington Waterfront

Warrington Waterfront, extending from the south west of the Town Centre to the Manchester Ship Canal, will be developed as a new urban quarter of Warrington, taking advantage of its waterside setting.

It will provide around 2,000 new homes and a major employment area, incorporating a multi-modal port facility at Port Warrington and a new Business Hub.

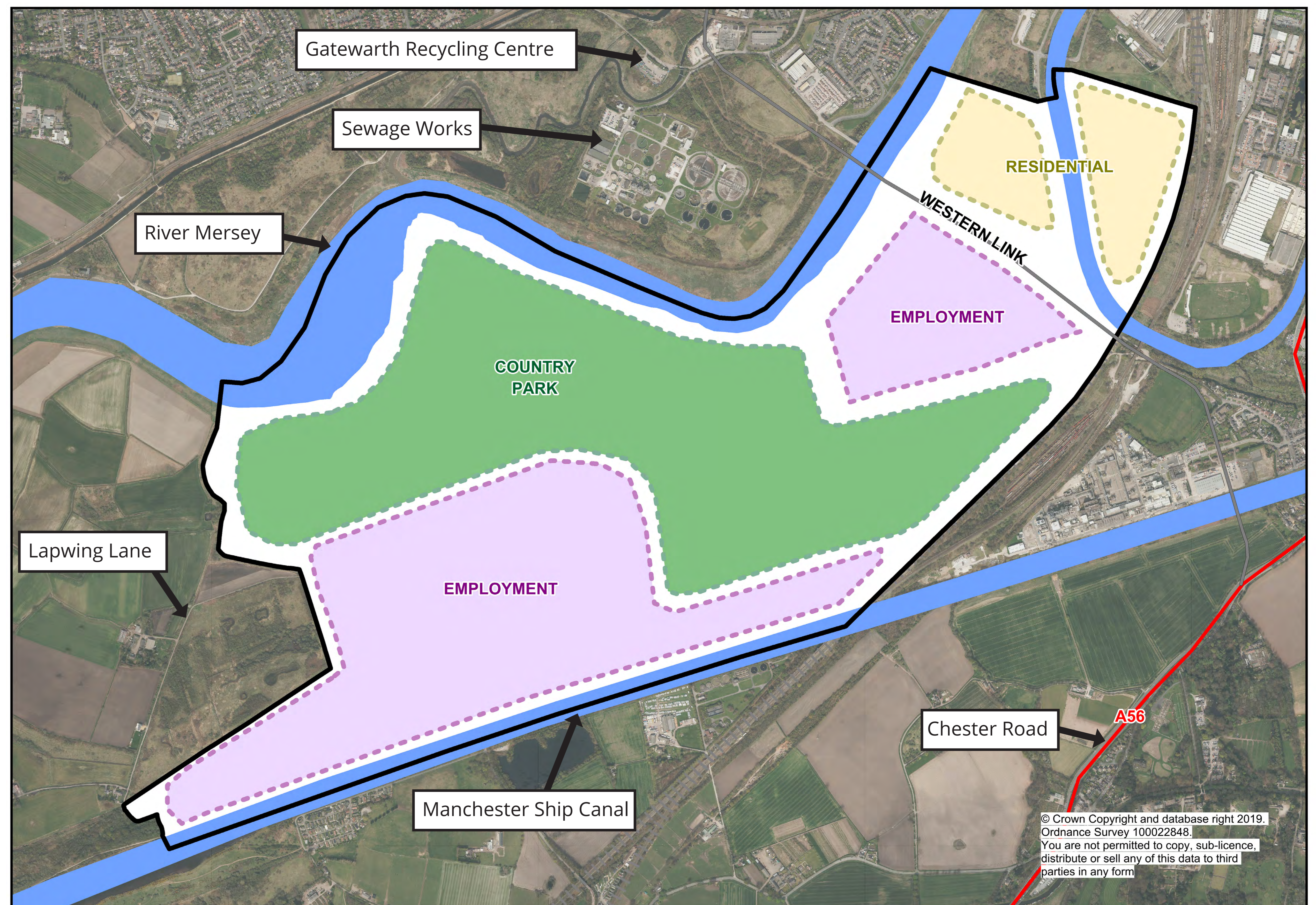
The urban quarter will provide an extension of Warrington Town Centre and its proximity to Bank Quay station will support high density residential development. The new residential and working community will be supported by:

- A new primary school
- A local centre comprising local shops, a new health facility and other community facilities
- A major new country park at Arpley Meadows and significant enhancements to Gatewath country park

Development cannot come forward until the funding and the programme for the delivery of the Western Link have been confirmed. This means the first homes are anticipated to be completed in 2023/24 with the first phases of Port Warrington and the Business Park following shortly afterwards.

The Waterfront will be completed in full by the end of the Plan period in 2037.

Agreement of mitigation for the loss of part of Moore Nature Reserve will be required before any development at Port Warrington is permitted. The mitigation package will ensure a net gain in biodiversity with new and improved habitat for local wildlife to be created within and in close proximity to the Waterfront area, including at the new Country Park.



Policy MD2 Garden Suburb

Warrington Garden Suburb will be developed as a sustainable urban extension to the south east of the main urban area of Warrington.

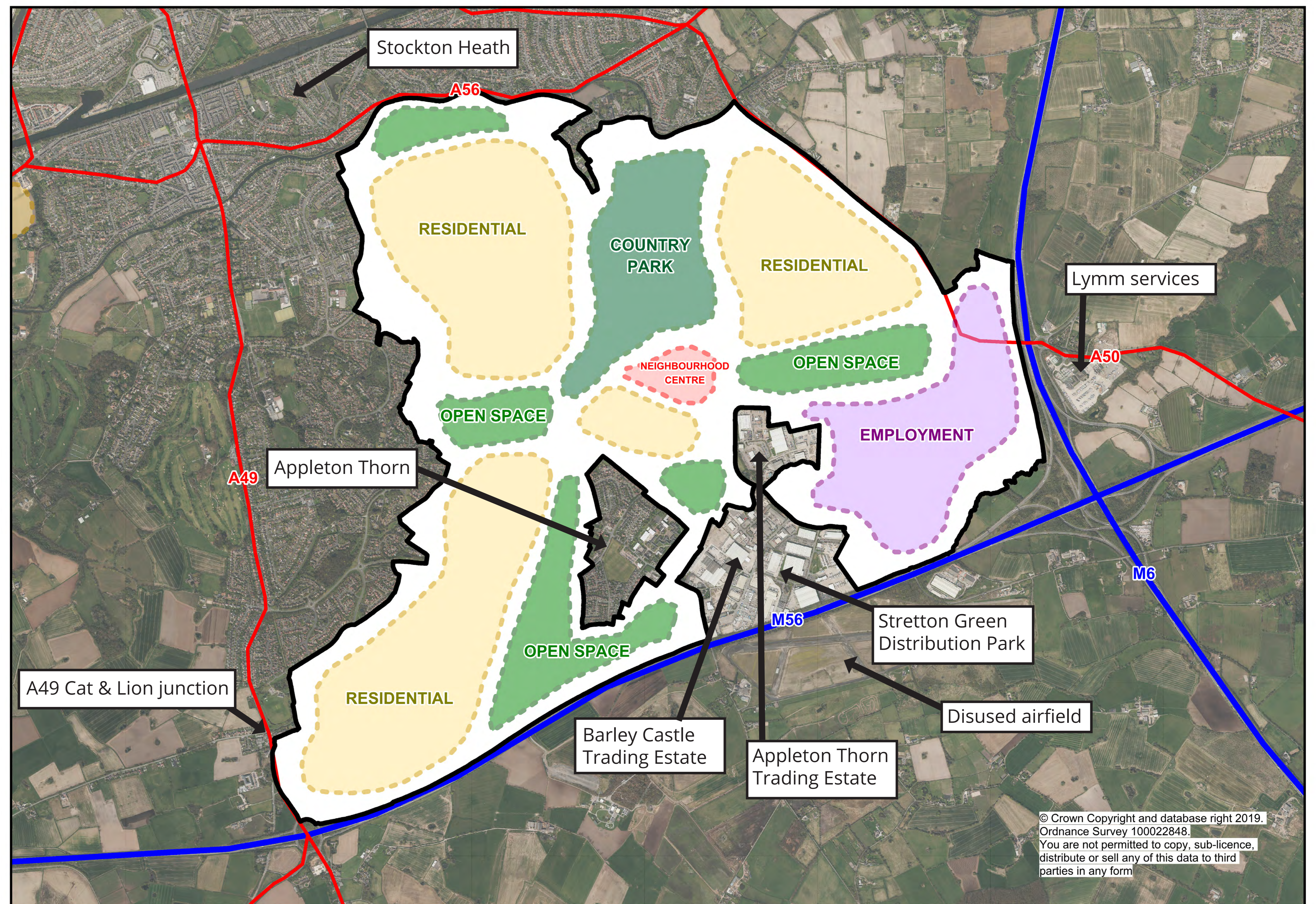
The intention is to create an attractive, well-designed and distinctive place set within a strong landscape framework of open spaces and parkland. The place will be well served by new community infrastructure and a network of sustainable transport links maximising travel by walking, cycling and public transport.

The Garden Suburb will deliver around 7,400 homes (5,100 within the Plan Period up to 2037) and a major new employment location of 116 hectares at the junction of the M6 and M56.

The Garden Suburb will comprise three new Garden Villages. Two of these villages will be extensions to existing communities at Grappenhall Heys and at Appleton Cross/ Pewterspear. The third will be a new community at the eastern end of the Garden Suburb adjacent to the A50.

The new residential and working community will be supported by:

- A Neighbourhood Centre comprising a secondary school, primary school, local shops, a new health facility, leisure facility and other community facilities
- Three Local Centres comprising primary schools, local shops and other local community facilities
- A new Country Park and extensive areas of open space and recreation provision



Garden Suburb - Illustrative Development Framework

The first phase of residential development is underway with the Homes England sites at Pewterspear, Appleton Cross and Grappenhall Heys.

No further residential phases can come forward until the funding and the programme for the delivery of a new strategic link have been confirmed. This means the first homes in the second phase of residential development are anticipated to be completed in 2023/24.

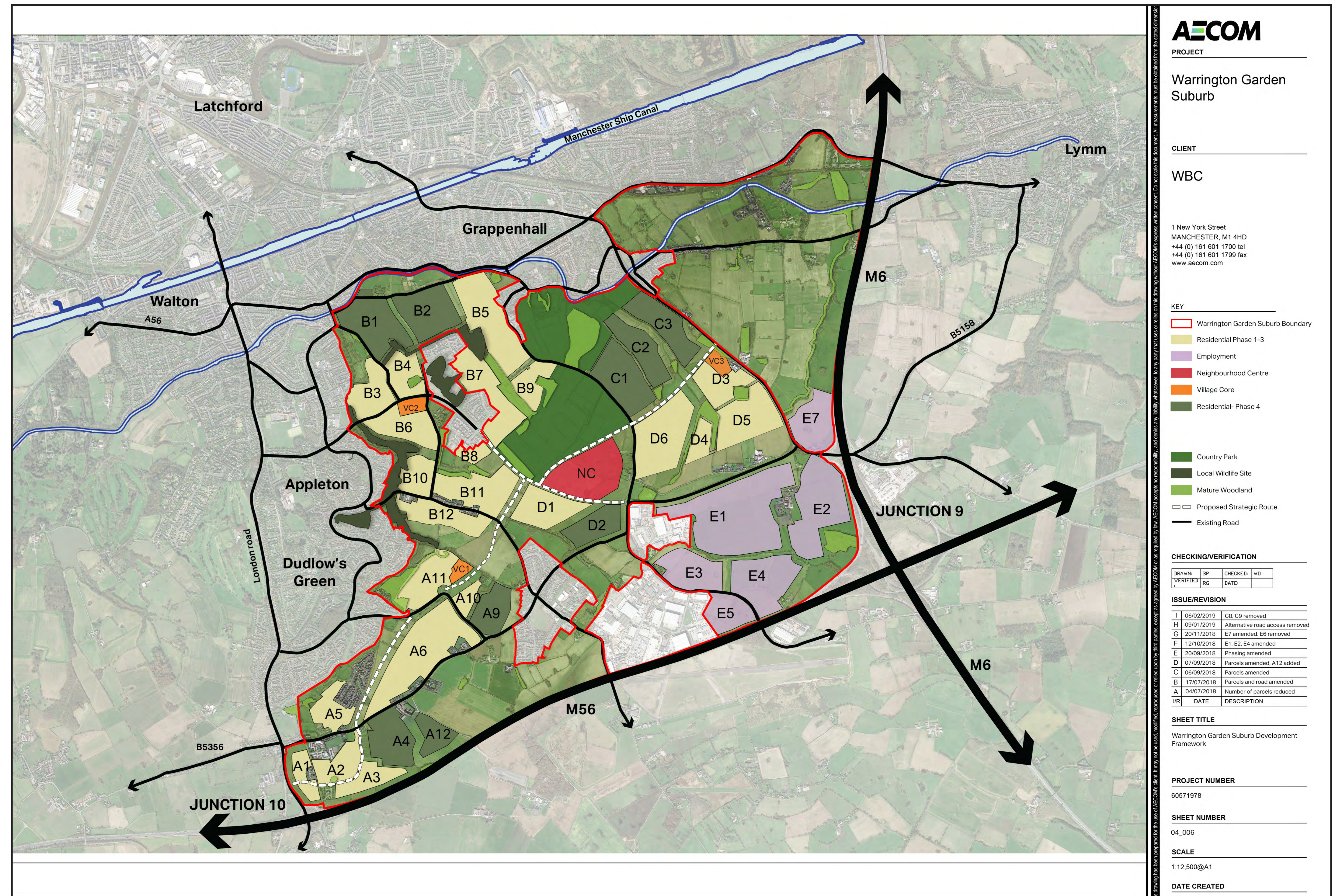
Transport mitigation measures will be identified to offset the impact of traffic generated by the employment development sites on Junctions 9 and 10 of the M56 and Junction 20 of the M6, in agreement with Highways England, with funding streams and trigger points identified for the delivery of the required works to enable development to come forward in the early years.

Community infrastructure within each of the villages and the Neighbourhood Centre will be required in early phases of development to ensure new residents have access to essential local services and to alleviate pressure on other facilities in south Warrington.

The Development Framework Document prepared in support of the draft Local Plan illustrates how Local Plan policy requirements could be met.

It provides evidence base to the Local Plan but has no formal planning status and is not approved as Council Policy.

The allocation policy includes a requirement for a formal Development Framework to be prepared for the Garden Suburb as a 'Supplementary Planning Document' (SPD). This will be the subject of more detailed public consultation.



Policy MD3 South West Urban Extension

Land to the north of the A56 at Higher Walton will be developed as a sustainable urban extension to the main urban area of Warrington, providing around 1,600 new homes.

The urban extension will support a new community in a high quality residential setting with ease of access to Warrington's employment, recreation and cultural facilities.

The new Green Belt boundary will ensure clear separation between Warrington and Runcorn and will provide a strategic gap between the urban extension and the village of Moore.

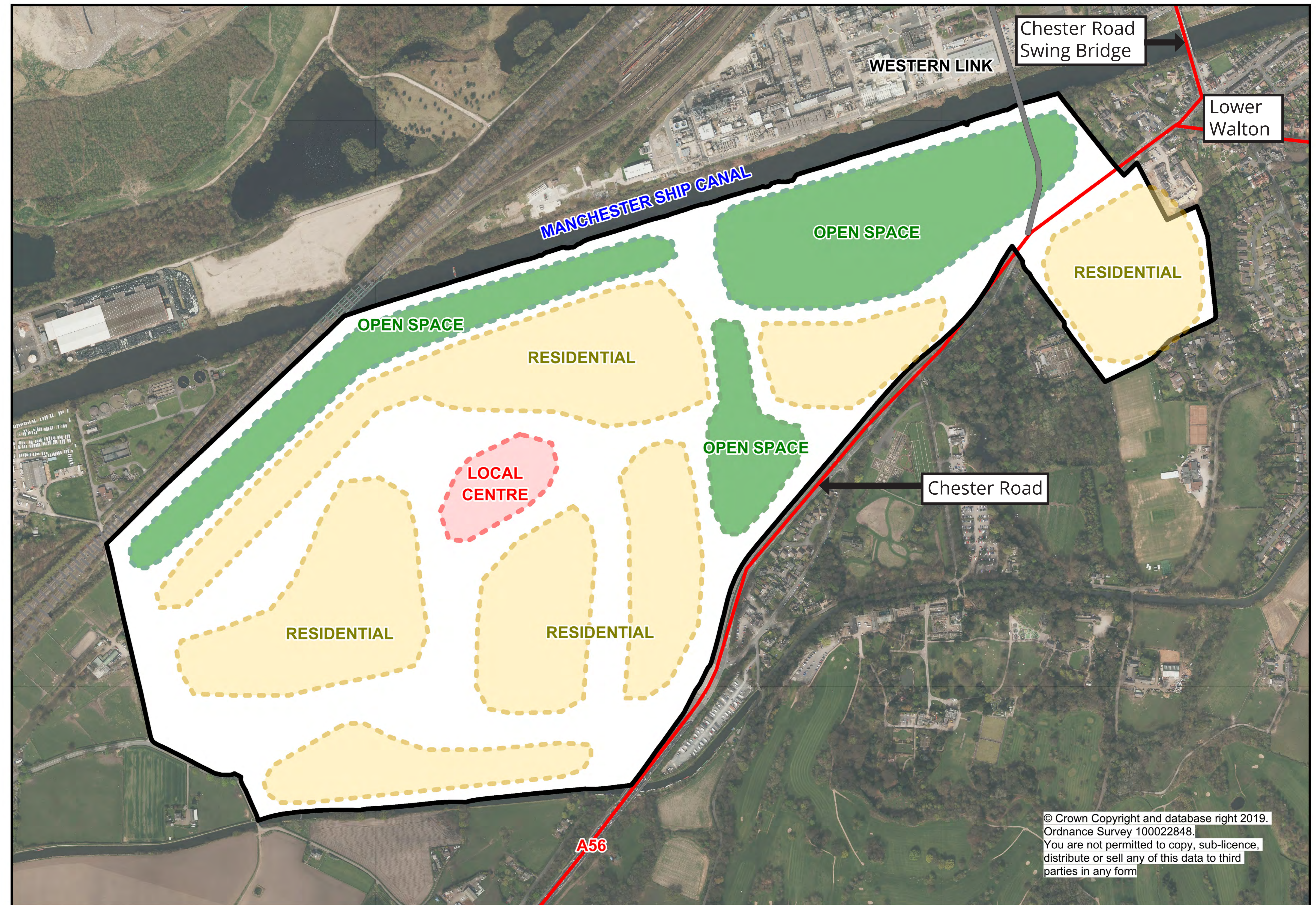
The new community will be supported by:

- A new primary school
- A local centre including local shops and a new health facility
- Extensive areas of open space and recreation provision

Development cannot come forward until the funding and the programme for the delivery of the Western Link have been confirmed.

This means the first homes are anticipated to be completed in 2023/24, with the urban extension completed in full by the end of the Plan period in 2037.

Community infrastructure will need to be phased according to the requirements of the development. This will mean community infrastructure will be required in the early phases of development to ensure new residents have access to essential local services and to alleviate pressure on other facilities in south Warrington.



Policy MD4 Peel Hall

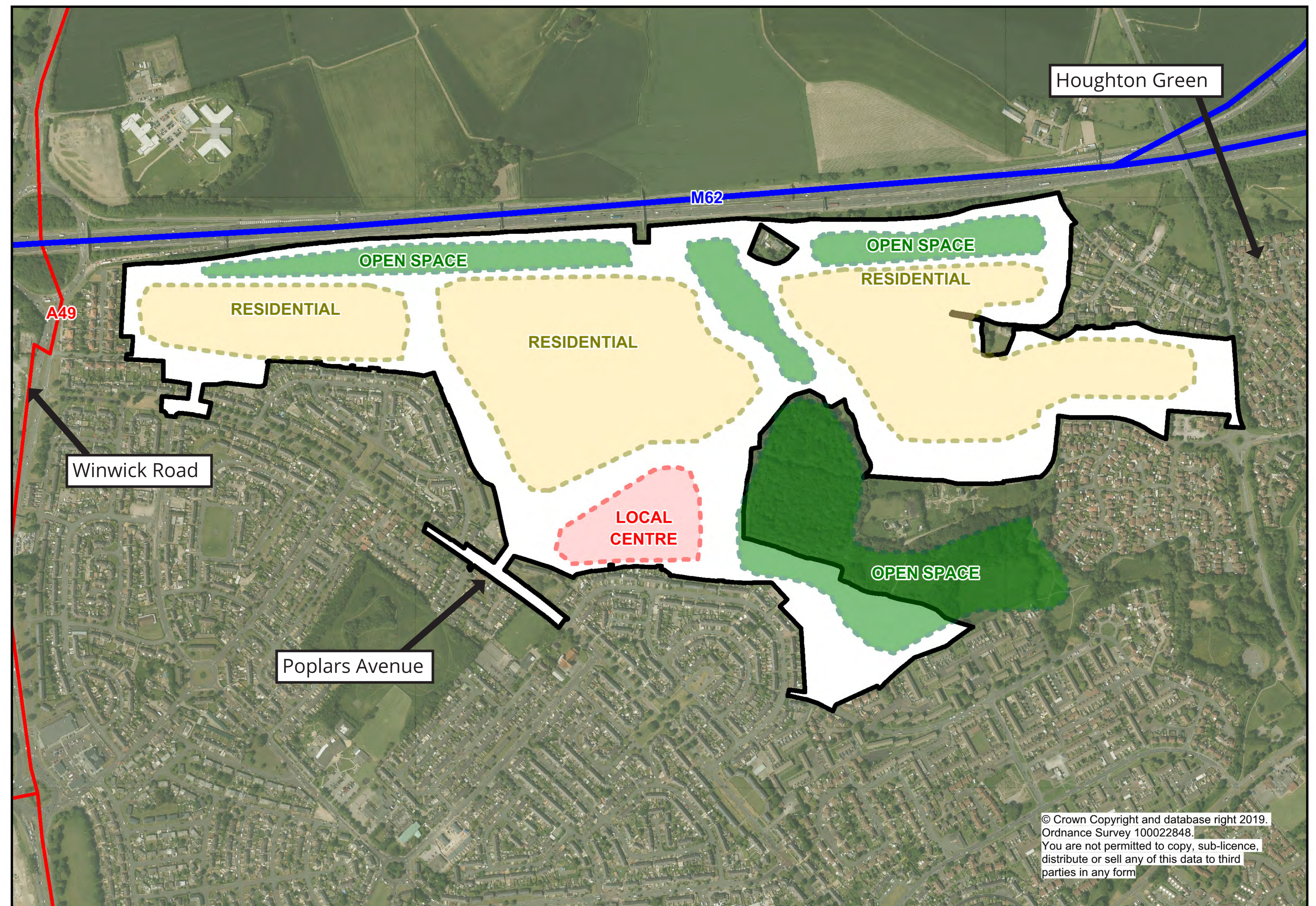
The Peel Hall site is a large greenfield site in the north of the Borough covering approximately 69 hectares.

It is within the existing urban area, bounded to the north by the M62 Motorway, with residential development to the east, south and west. The A49 Winwick Road also runs parallel to the western side of the site.

Development of the Peel Hall site will deliver a new sustainable community of around 1,200 new homes.

The new community will be supported by:

- A range of community facilities within a Local Centre, including a new primary school, residential care home and local shops;
- Extensive highways and transport improvements;
- Extensive open space and recreation provision, including relocated and improved playing fields and associated facilities.

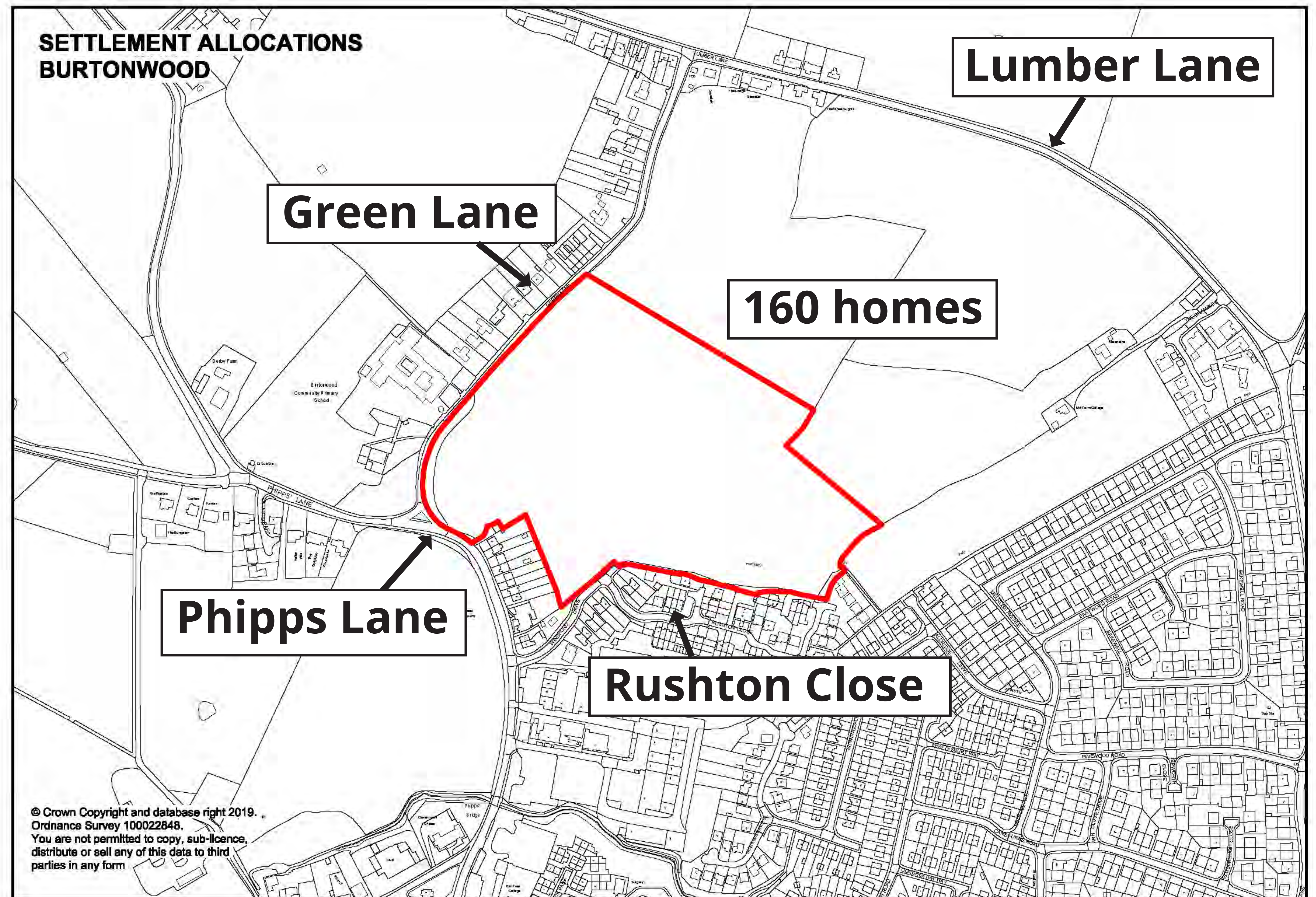


The existing road network cannot accommodate the level of growth proposed for the site without significant mitigation measures. This means that no development will come forward until such a time as a scheme of highway mitigation measures and timetable for implementation have been agreed by the Council and Highways England.

Community and transport infrastructure will need to be phased according to the requirements of the development and impact on the surrounding transport network. This will ensure that new residents have access to essential local services and facilities and that pressure on existing facilities in north Warrington is alleviated.

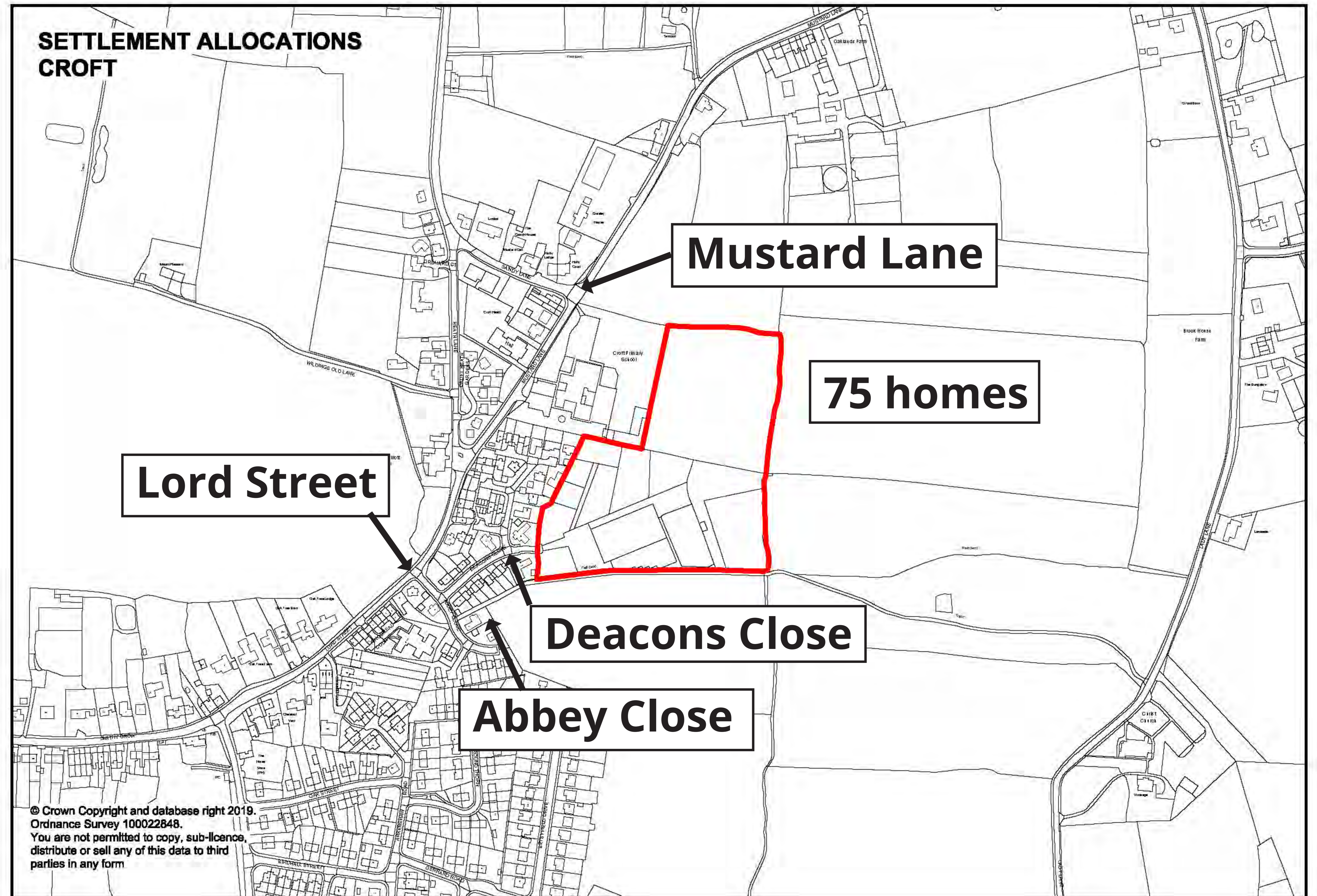
Policy OS1 Burtonwood

- Site is located to the immediate north of the settlement off Green Lane, Phipps Lane and Lumber Lane.
- Considered to be in a sustainable location and is available having been promoted by the site owners / developers.
- Site is in close proximity to primary schools and local services.
- The site has been put forward for 260 dwellings, leisure uses and open space however this would be too large. It is therefore recommended that half of the site is taken forward.
- An appropriate access to the site can be provided.



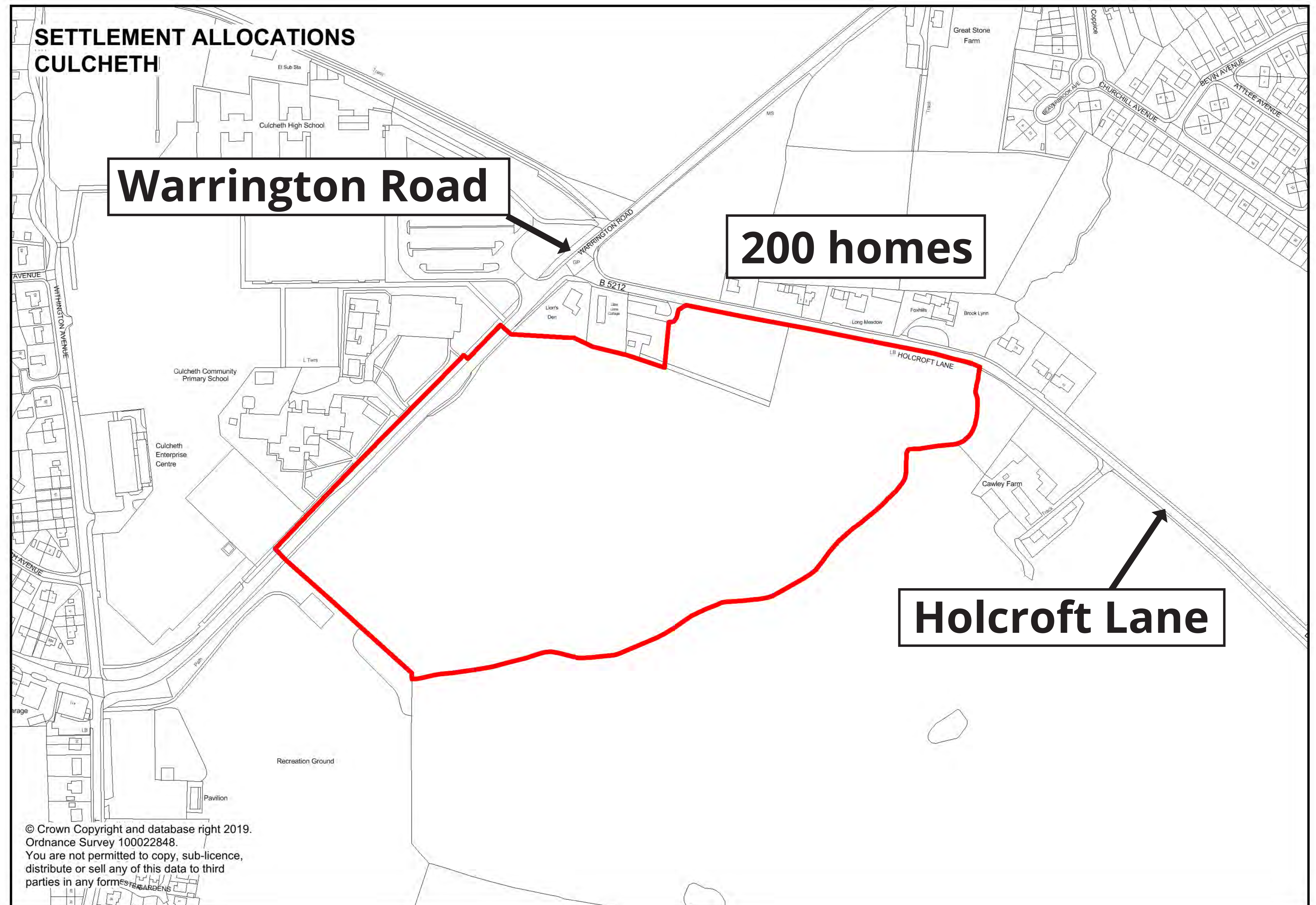
Policy OS2 Croft

- Site is located to the east of Deacons Close and Croft Primary School.
- The site is considered to be in a sustainable location and is being promoted by the site owners / developers.
- An appropriate access to the site can be provided.
- The site has good accessibility to primary schools, formal play space and bus services.



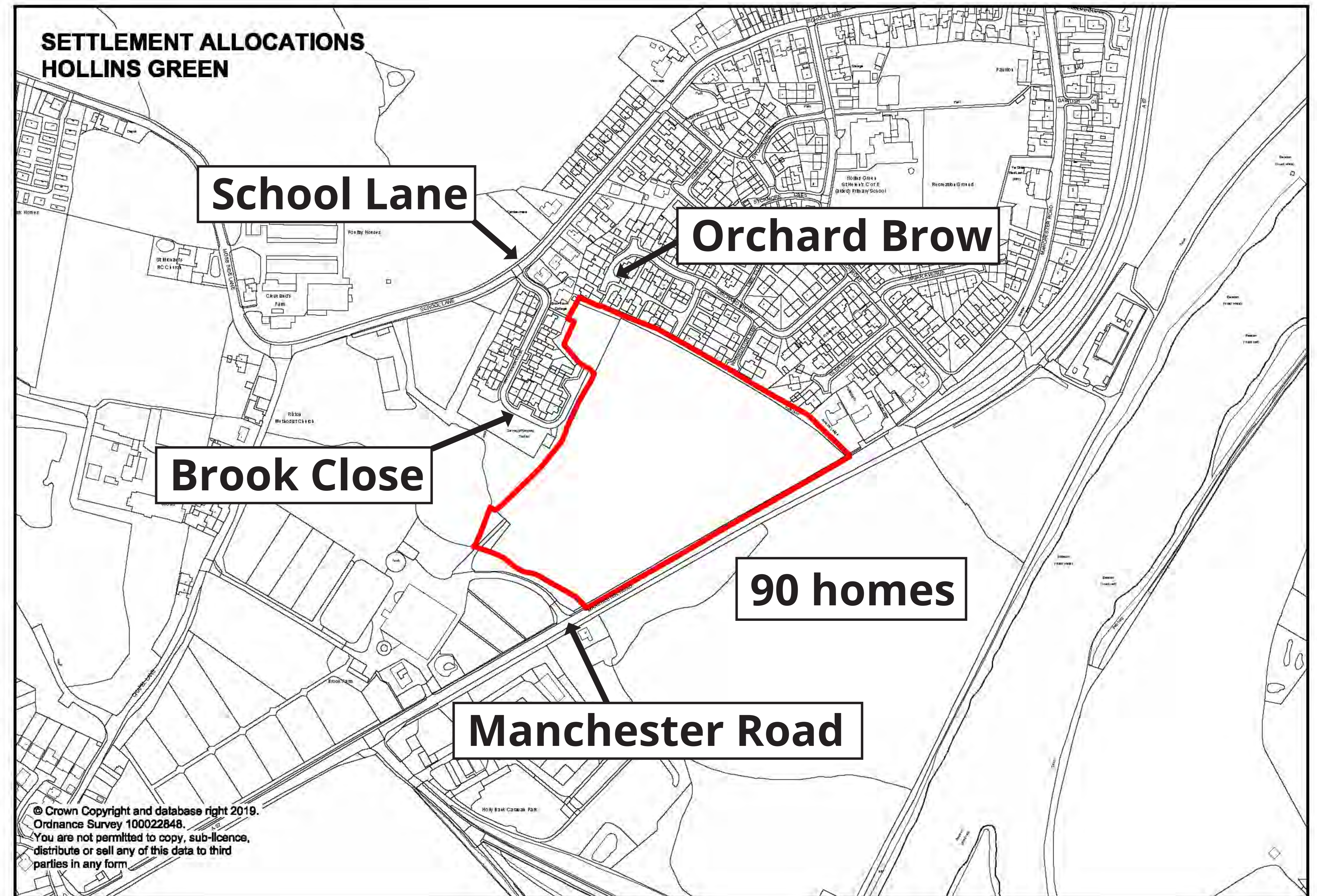
Policy OS3 Culcheth

- The site is located to the immediate east of the settlement on Warrington Road.
- The site is considered to be in a sustainable location and is being promoted by the site owners / developers.
- An appropriate vehicular access to Warrington Road (A574) and/ or Holcroft Lane can be achieved with the opportunity to moderate vehicle speeds along Warrington Road and a pedestrian footway could be provided along the site frontage.
- In close proximity to primary and secondary schools and local services.



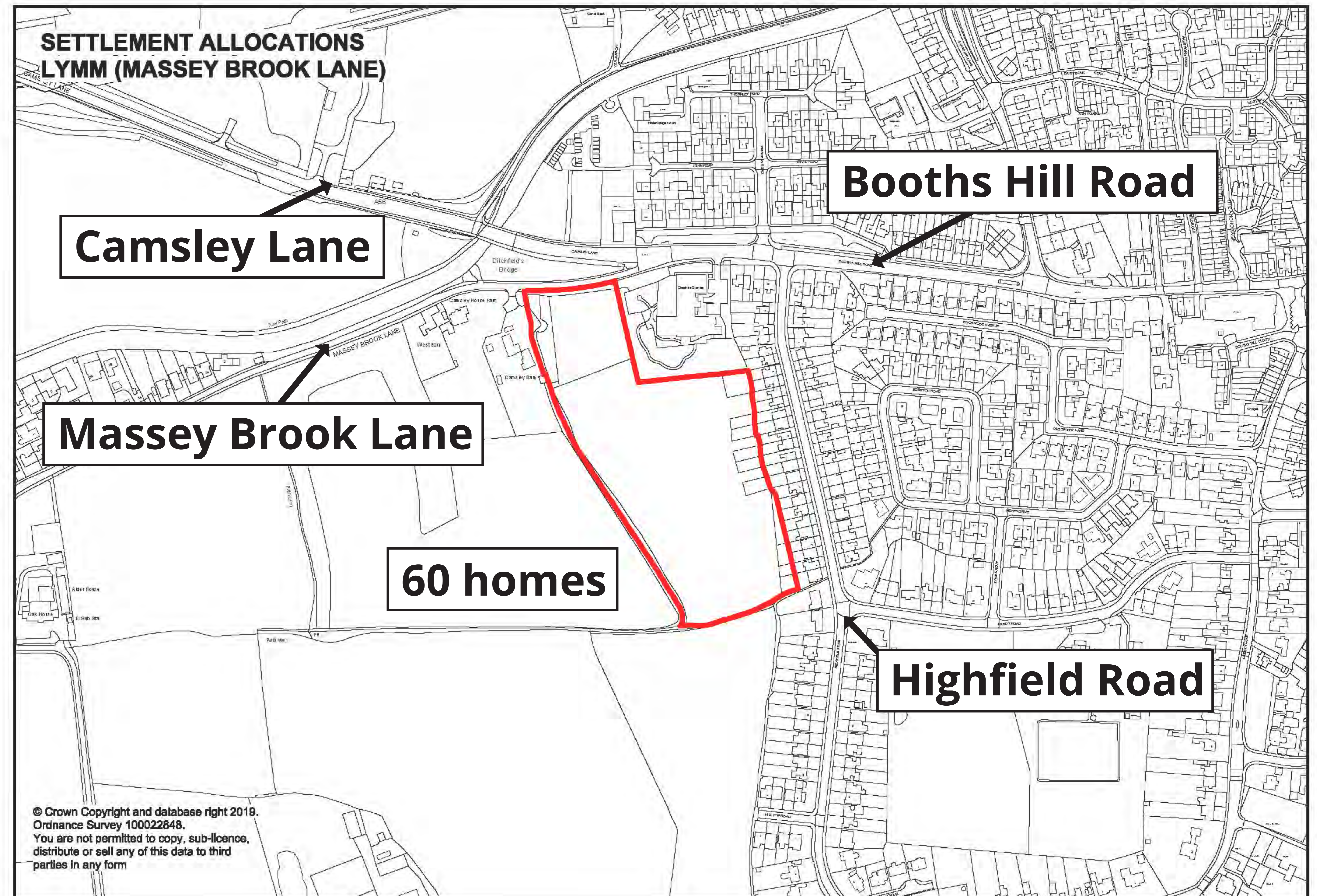
Policy OS4 Hollins Green

- The site is adjacent to the settlement of Hollins Green in a sustainable location and is being promoted by the site owners / developers.
- It has good accessibility to the primary school and local services.
- An appropriate access to the site can be provided.



Policy OS5 Lymm – Massey Brook Lane

- The site is adjacent to the settlement of Lymm, being located to the east of the settlement off Massey Brook Lane.
- The site is in a sustainable location and is being promoted by the site owners / developers.
- The site has good accessibility to bus services; primary and secondary schools.
- The development will need to make a contribution towards a new health facility for Lymm.
- An appropriate access to the site can be provided.



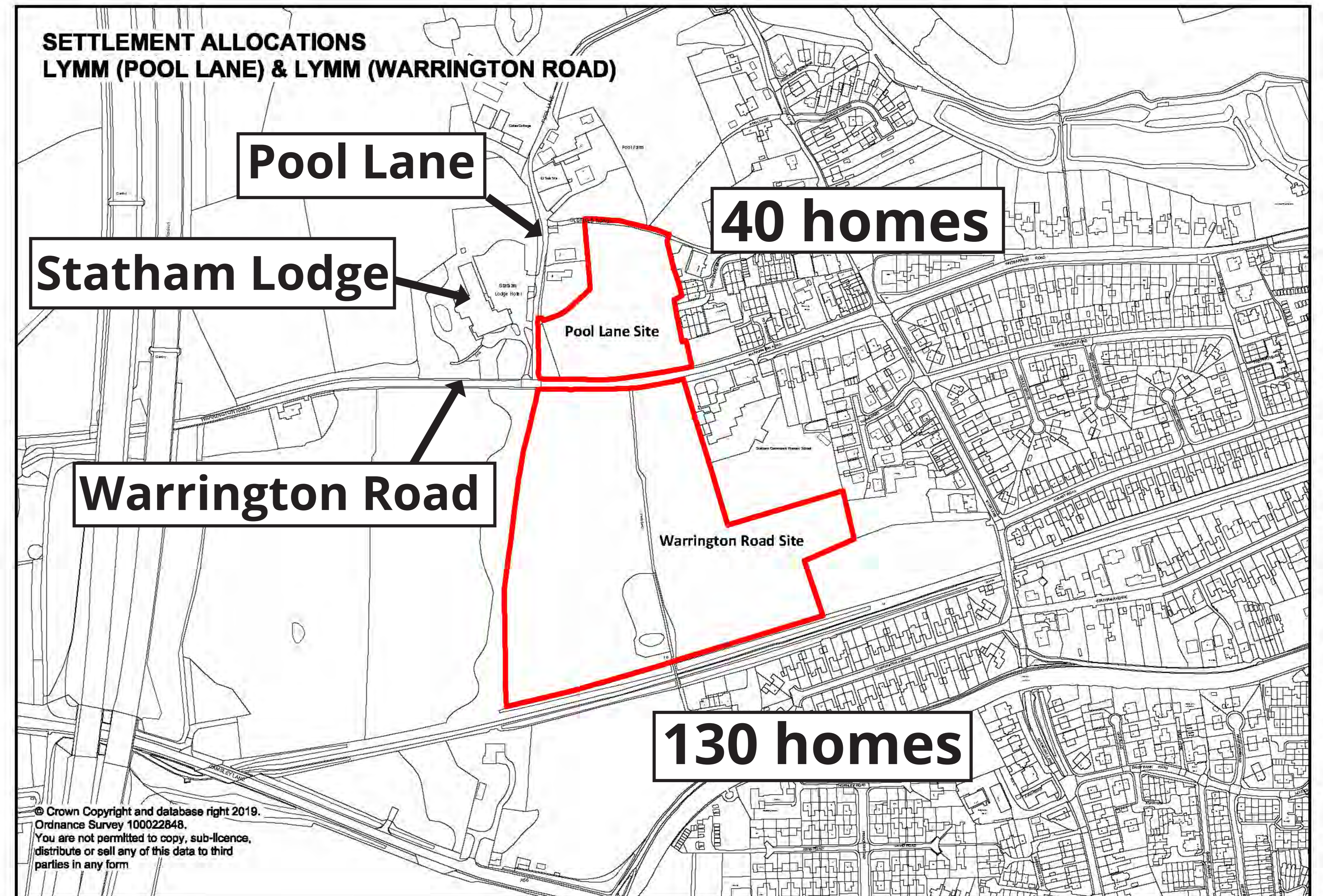
Lymm – Pool Lane (Policy OS6) and Warrington Road (Policy OS8)

Warrington Road

- The site is adjacent to the settlement of Lymm, located to the west of the settlement off Warrington Road.
- The site is in a sustainable location and is being promoted by the site owners / developers.
- The site has good accessibility to formal play space; primary and secondary schools and bus services.
- The development will need to make a contribution towards a new health facility for Lymm.
- Part of the site is within Flood Zone 2 and development will therefore require appropriate mitigation measures.
- An appropriate access to the site can be provided.

Pool Lane

- The site is adjacent to the settlement of Lymm, located to the west of the settlement off Warrington Road.
- The site is in a sustainable location and is being promoted by the site owners / developers.
- The site has good accessibility to formal play space, primary and secondary schools and bus services.

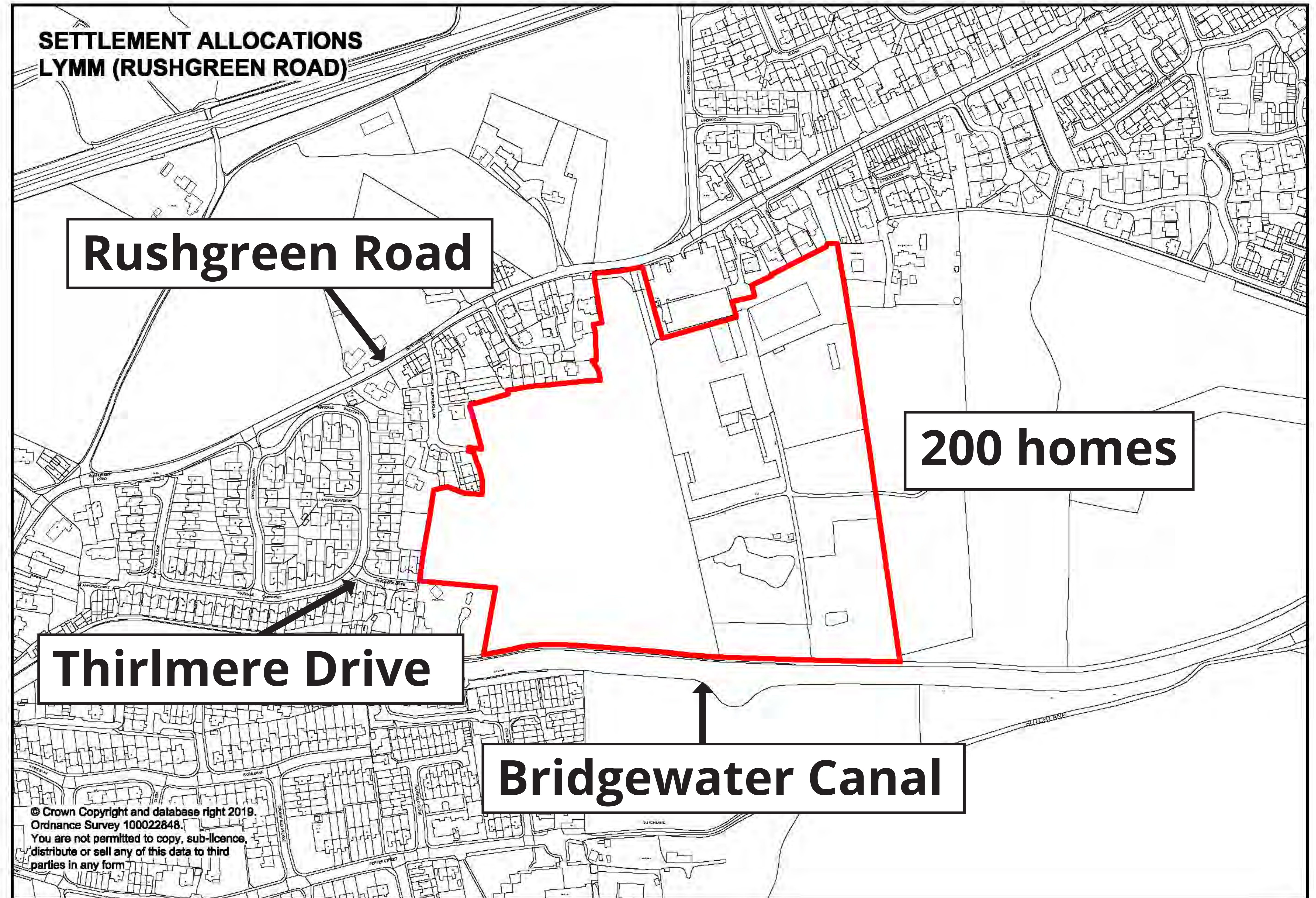


- The development will need to make a contribution towards a new health facility for Lymm.
- The site is within Flood Zone 2 and development will therefore require appropriate mitigation measures.
- An appropriate access to the site can be provided.



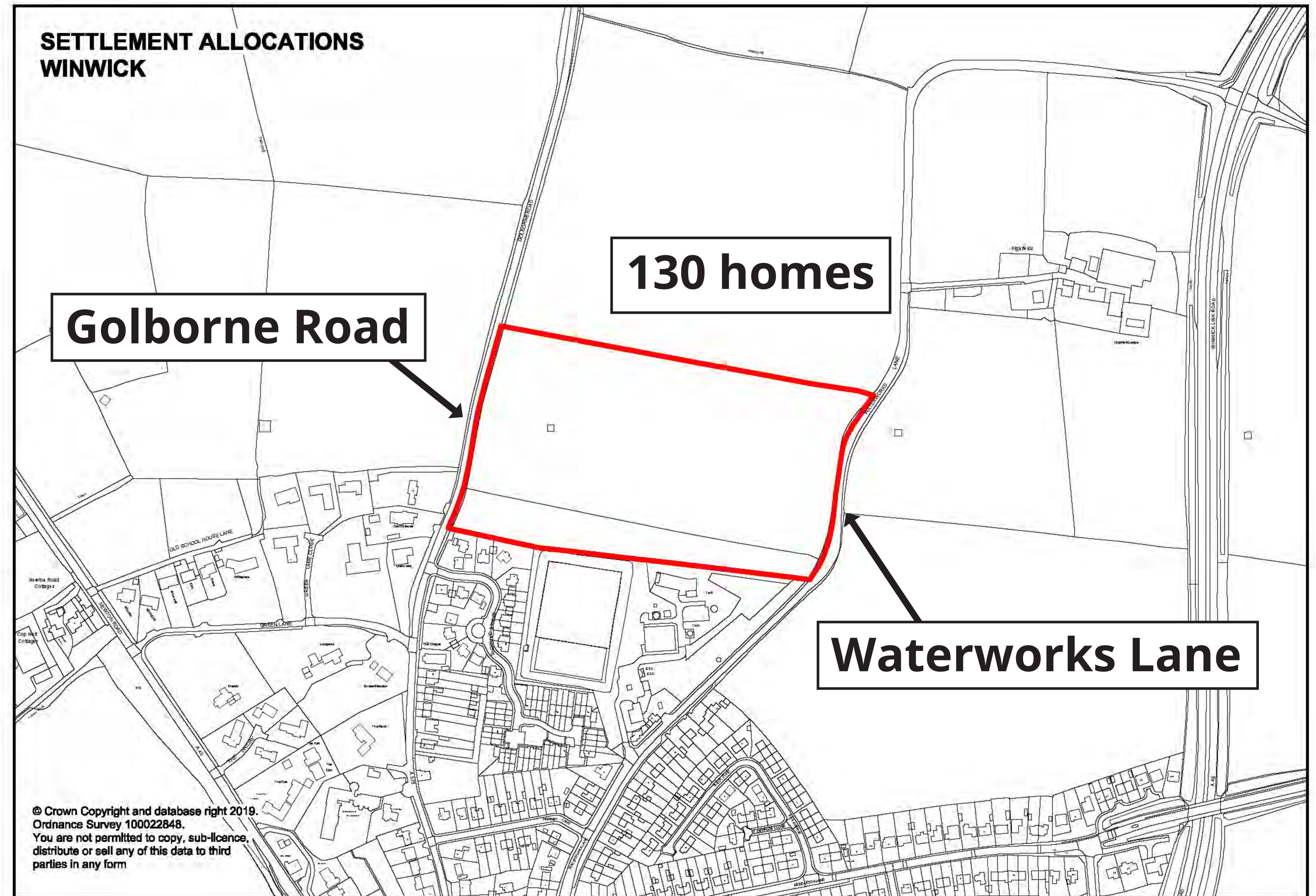
Policy OS7 Lymm – Rushgreen Road

- The site is adjacent to the settlement of Lymm, located to the east of the settlement close to Rushgreen Road.
- The site is considered to be in a sustainable location and is available having been promoted by the site owners and with a planning consent on part of the site.
- Good accessibility to the local centre, primary and secondary schools and bus services.
- The development will need to include a new health facility for Lymm.
- An appropriate access to the site can be provided.



Policy OS9 Winwick

- The site is located to the immediate north of the settlement.
- The site is considered to be in a sustainable location and is being promoted by the site owners / developers.
- An appropriate access to the site can be provided.
- The site has good accessibility to primary schools, formal play space and bus services.



Some of our Key Strategic Planning Policies

DEV1 Housing Delivery – Confirms the overall housing target and sets out where new homes will be delivered.

DEV2 Meeting Housing Needs – Seeks to provide the right type of homes to meet the Borough's needs. Provides for affordable housing, families, older people, students, those with disabilities, service families, rental properties, self-build homes.

DC1 Warrington's Places - Recognises the range of 'places' across the Borough and their differing needs, including Inner Warrington, Sub-urban Warrington, Warrington's countryside and settlements, visitor attractions and the role of Neighbourhood Plans.

DC2 Historic Environment - Seeks to protect the Borough's historic environment, ensuring it is enhanced and proactively managed whilst supporting appropriate, sustainable development.

DC6 Quality of Place – Sets out the parameters for ensuring the delivery of high quality design across the Borough.

INF1 Sustainable Travel and Transport – sets out principles for improving safety and efficiency of the transport network, tackling congestion, improving air quality, promoting sustainable transport and encouraging healthy lifestyles.

INF4 Community Facilities – seeks to provide appropriate provision of community facilities to support sustainable communities, protecting existing facilities and providing new ones where needed.

INF5 Delivering Infrastructure – seeks to ensure that demand and implications for infrastructure are identified and provided for in a timely manner.

ENV7 Renewable and Low Carbon Energy Development – sets out a clear approach to the provision of renewable and low carbon energy and gives guidance on how development should respond to energy issues across the Borough.

ENV8 Environmental and Amenity Protection – sets out the Council's commitment to delivering environmental and amenity improvements across the Borough.

Please ask a member of staff for a full list of policies if you would like more information.



WARRINGTON
Borough Council

Responding to the Consultation and Next Steps

The Council will consider the response to the consultation before the Plan is submitted in autumn 2019 ahead of an Examination in Public (EIP).

The EIP will be held by an Independent Inspector. The Council anticipates the Inspector will hold the EIP during early 2020.

Our consultation is focussing on the key questions the Independent Inspector will test the Plan against:

1. Does the Plan comply with legal requirements?
2. Has the Council met the duty to cooperate?
3. Does the Plan meet the 'Tests of Soundness'?

The easiest way to respond is by using our on-line response form: warrington.gov.uk/localplan

We have prepared a Guidance Note to help you complete the response form which explains the three key questions in more detail. The Guidance Note is also available on our web site.

To be legal our local plan must:

- Be included in our local development scheme (LDS)
- Meet our statement of community involvement
- Comply with the Town and Country Planning regulations
- Be supported by a sustainability appraisal report

To meet the duty to cooperate:

The Council must engage constructively, actively and on an ongoing basis during the preparation of the Plan with:

- neighbouring authorities; and
- other statutory bodies - such as the Environment Agency, Historic England, Highways England and infrastructure providers

What does 'soundness' mean?

POSITIVELY PREPARED

Providing a strategy which as a minimum seeks to meet our objectively assessed development needs.



JUSTIFIED

Providing an appropriate strategy which is evidence based. We must have considered reasonable alternatives in preparing the Plan.



EFFECTIVE

The Plan must be deliverable over the plan period and be based on effective joint working on cross-boundary strategic matters



CONSISTENT with

National Policy - including the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance (NPPG)

