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'Call for Sites'

Warrington Borough Council Local Plan Review

Call for Sites Registration Form

October 2016

Please note this 'Call for Sites' is for five or more dwellings or economic development on sites of 0.25 ha (or 500sqm of floor space) and above, Gypsy, Traveller and Show People and Minerals and Waste sites.

The identification of sites does not imply that the Council considers that the site is suitable for development, either now or in the future. It cannot be taken as representing either an intention to allocate these sites, or as a material consideration in the determination of a planning application.

Potential sites that have been identified will be further tested through the Plan-making process, including through the Spatial Distribution and Site Assessment Process, Sustainability Appraisal/Strategic Environmental Assessment, several stages of public participation and independent examination.

Please also note that all the responses and information received as part of the 'Call for Sites' will be published and made available for public viewing as part of the open and transparent Plan making process.

NOTE: Please read the accompanying guidance note [here](#) before completing this form and complete a **separate** form for each site that you are submitting to the Council.

Please return your completed form and any accompanying supporting material to Planning Policy, Warrington Borough Council no later than 5.00pm on Monday 05th December 2016.

By e-mail: ldf@warrington.gov.uk

By post: Planning Policy, Warrington Borough Council, New Town House, Buttermarket Street, Warrington, WA1 2NH

Should you require further advice and guidance on completing this form, please contact the Planning Policy Team by telephone on 01925 442841 or by e-mail to ldf@warrington.gov.uk

(1) Your Details

Please provide your contact details and those of your agent (if applicable). Where provided, we will use your Agent's details as our primary contact.

	Your details	Your Agent's details
Name		
Position		
Organisation		
Address		
	Town	
	Postcode	
Telephone		
Email address		

(2) Site Details

Please provide the details of the site you are suggesting. If you are suggesting more than one site, please use a **separate** form.

Name of site /other names it's known by		
Address		
	Town	
	Postcode	
Ordnance Survey Grid Reference	Easting :	Northing :
Site area (hectares)		
Net developable area (hectares)		
What is your interest in the site? (please tick one)	Owner	Lessee
	Prospective Purchaser	Neighbour
	Other	Please state:

Please Note: It is essential that you provide a map showing the site's location and detailed boundaries for each submission.

(3a) Proposed future use(s)

Please indicate the preferred use that you would like the site to be considered for. Please also indicate any other uses you would consider acceptable. If you wish the site to be considered for a mix of uses, please tick all uses that apply.

	Residential	Gypsy & Travellers	Employment	Retail	Leisure	Other*	
Preferred future use							
Alternative future use(s)							
Potential Capacity	houses:	Number of Pitches:	SqM	SqM	SqM	SqM	
	or flats:						
Employment Use Class (E.g. B1)							
* If "Other", please indicate which use(s):							
Potential Density							
	Has any design, viability, master planning work or other studies been undertaken for any proposed use?			Yes	No		

(3b) Proposed future use(s) - Minerals and Waste

Details:

--

(4) Site Ownership

Please record the site ownership details. If there are more than three owners, please record the fourth owner, etc. on a separate sheet. Please indicate the extent of individual landholding(s) on the site map.

If you do not know who owns the site, please state so below.

	Owner 1	Owner 2	Owner 3
Name			
Address			
	Town		
	Postcode		

Or: I do not know who owns the site

Has the owner (or each owner) indicated support for proposed redevelopment?

Please also record these details for the 4th and subsequent owners (where necessary).

Yes			
No			
Don't know			

Are there any Restrictive Covenants & Ransom Strips affecting the site?

--

(5) Market Interest

Please choose the most appropriate category below to indicate what level of market interest there is in the site:

		Any comments
Site is owned by a developer		
Site under option to a developer		
Enquiries received		
Site is being marketed		
None		
Not known		

--

(6) Site Condition

Please record the current use(s) of the site (or for vacant sites, the previous use, if known) and the neighbouring land uses.

Current use(s)		
Neighbouring Uses		
If vacant	Previous use(s)	
	Date last used	

What proportion of the site is made up of buildings, and what proportion is (open) land?

Proportion covered by buildings	%	Proportion not covered by buildings	%
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If there are buildings on the site, please answer the following questions:

How many buildings are there on the site?		buildings
What proportion of the buildings are currently in use?	% in use:	%
	% derelict:	%
	% vacant:	%
Are any existing buildings on the site proposed to be converted?		

For the **parts of the site not covered by buildings**, please answer these questions:

What proportion of the land is currently in active use?		%
What proportion is greenfield (not previously developed)?		% (A)*
What proportion is previously developed and cleared?		% (B)*
What proportion is previously developed but not cleared? (e.g. demolition spoil, etc.)		% (C)*

* A plus B plus C should add to 100%.

Please provide any additional comments on a separate sheet if necessary.

(7) Constraints to Development

Please tell us about any known constraints that will affect development for the proposed use, details of what action is required, how long it will take and what progress has been made.

Please use a separate sheet where necessary to provide details. If using separate sheets, it would be helpful to make reference there to the particular constraint, e.g (7)(e) – Drainage.

	Yes, No or Don't know	Nature and severity of constraint *	Action needed, timescales and progress	Confirmed by technical study or by service provider?	
				Yes	No
a) Land contamination					
b) Land stability					
c) Mains water supply					
d) Mains sewerage					
e) Drainage, flood risk					
f) Tree Preservation Orders					
g) Electricity supply					
h) Gas supply					
i) Telecommunications					
j) Highways					
k) Ownership, leases etc.					
l) Ransom strips, covenants					
m) Other (Please provide details)					

(8) Site Availability

Please indicate when the site may be available

Excluding planning policy constraints, when do you believe this site could be available for development?

Immediately (Note: to be "immediately available", a site must be cleared, unless being considered for conversions.)

If not immediately, please state when it could be available:

If the site is not available immediately, please explain why – e.g. the main constraint(s) or delaying factor(s) and actions necessary to remove these:

(9) Any Other Information

Please tell us anything else of relevance regarding this site if not already covered above that will ensure that it contributes positively to the achievement of sustainable development. Please use a separate sheet/s if necessary.

**Planning Policy– Warrington Borough Council,
New Town House, Buttermarket Street, Warrington, WA1 2NH**

ldf@warrington.gov.uk

01925 442841

This form is available in other formats or languages on request.



Homes &
Communities
Agency

ATKINS

Warrington Borough Council Local Plan Review

Call for Sites Submission Land at South Warrington

DECEMBER 2016



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Warrington Borough Council Local Plan Review

Call for Sites Submission Land at South Warrington

1. INTRODUCTION

1.1 The Homes and Communities Agency (HCA) owns a significant amount of land within South Warrington (referred to herein as the 'subject land') which it wishes to promote through Warrington Borough Council's (WBC) Local Plan Review 'Call for Sites' process. This submission has been informed by a number of preliminary technical and environmental appraisals undertaken in connection with the subject land. As this submission seeks to demonstrate, the subject land is currently available for development and is not subject to any significant physical, environmental or technical constraints which would prevent its' development through a comprehensive, well planned and phased masterplan scheme and sustainable phasing strategy.





2. SUBJECT LAND DESCRIPTION



2. SUBJECT LAND DESCRIPTION

2.1 The HCA's land assets within South Warrington cover an area of approximately 220Ha within the Green Belt and lies between 3km and 7km from Warrington Town Centre to the south of the Manchester Ship Canal and the Bridgewater Canal and to the north of the M56 motorway.

2.2 The land broadly extends from the A56 Grappenhall Road/Stockton Lane in the north to the B5356 Stretton Road in the south and from the edge of the Dudlow's Green urban area in the west to Broad Lane in the east. The majority of the subject land is agricultural land, some of which is let on short term tenancy arrangements and the remainder is currently unused.

2.3 The subject land is located centrally within the wider road network within this part of Warrington. The M56 motorway is located between 1km and 5km to the south, following a broadly east to west alignment whilst the M6 motorway lies approximately 2.5km to the east, following a broadly north to south alignment. The A49 London Road and the A50 Knutsford Road provide links to the centre of Warrington immediately to the west and east respectively whilst the A56 Chester Road provides links the road network in the east with the road network in the west.

2.4 Located centrally within this land, and excluded from the Green Belt designation, lie the HCA's three Greenfield sites of Grappenhall Heys, Appleton Cross and Pewterspear Green. An outline planning application for the construction of up to 180 dwellings is currently under consideration by WBC (Planning application reference 2016/28807 for the land at Pewterspear Green). The HCA is also preparing outline planning applications for residential development of up to 370 and 400 dwellings at Appleton Cross and Grappenhall Heys respectively, with a view to submitting these as soon as possible. All three of these sites benefit from approval in principle for residential development from the Secretary of State under S(7)1 and S(7)2 of the New Towns Act 1981,

2.5 The extent of the HCA's land ownership is shown on Drawing SW1 attached at Appendix 1.







3. SUBJECT LAND HISTORY



3. SUBJECT LAND HISTORY

3.1 The subject land has been in the ownership of the HCA and its predecessors (The Commission for New Towns (CNT) and English Partnerships) since the early 1980s. In 1995, the CNT produced a development strategy and masterplan for the development of new homes and community facilities in the Bridgewater East area. This masterplan covered all of the subject land being promoted through this submission along with the three Greenfield sites excluded from the Green Belt; Appleton Cross, Grappenhall Heys and Pewterspear Green. The masterplan was progressed by the CNT through to partial implementation, and a number of sites in this area were released for the development of new homes and associated infrastructure (including roads, footpaths, cycleways and green infrastructure). The infrastructure constructed at that time was intended not only to support the emerging housing development (such as Grappenhall Heys) but also with a view to facilitating the future, phased development of the remainder of the land for housing within the ownership of CNT, which now forms the basis of the subject land.

3.2 However, Planning Policy Statement 3 'Housing' (PPG3) subsequently came into force in March 2000, which prioritised the development of previously developed land (brownfield land) rather than Greenfield land. Accordingly, the development of further land in the Bridgewater East masterplan area was voluntarily halted (by the then English Partnerships) to enable housing growth to be focused on previously developed land to support regeneration.

3.3 The release of 220ha of land from the Green Belt will assist the completion of the New Town development proposals in terms of the provision of both housing and infrastructure.

3.3 A copy of the 1995 Bridgewater East Masterplan is attached as Appendix 2.







4. GREEN BELT CONTEXT & BACKGROUND



4. GREEN BELT CONTEXT & BACKGROUND

The Green Belt

4.1 The Warrington Green Belt is contiguous with the Green Belt in Merseyside, Greater Manchester and North Cheshire. The Green Belt around Warrington was first introduced formally in the 1977 Cheshire Structure Plan (adopted 1979). The designation broadly covered all land outside of the New Town designation. Later alterations of the Structure Plan (1985 and 1999) did not change the extent of the Green Belt. The Warrington Unitary Development Plan (UDP) published in 2006 became the first statutory development plan for the Borough and the first to formally define the Green Belt. The Green Belt boundary included areas of previous New Town land in South Warrington which had not been developed, but excluded the three large New Town sites of Grappenhall Heys, Appleton Cross and Pewterspear Green, as outlined above. Some very minor changes to the Green Belt boundaries were identified in the UDP but were deleted by the Inspector at the Plan Examination stage. The 2014 Local Plan Core Strategy did not identify any changes to the Green Belt boundaries in line with its 'Regeneration First' strategy.

Local Plan: The Current Housing Position

4.2 The current statutory Development Plan Warrington comprises the Warrington Local Plan Core Strategy (LPCS) which was adopted in 2014. Following a High Court Challenge made in relation to the adoption of various parts of the LPCS, the following parts of the Plan were quashed:

- The housing target of 10,500 new homes (equating to 500 per year) between 2006 and 2027; and
- References to 1,100 new homes at the Omega strategic proposal site.

4.3 The most up to date study which identifies the Objectively Assessed Housing Needs (OAN) of the Borough is the Mid Mersey Strategic Housing Market Assessment (SHMA) 2016. The study was undertaken with the neighbouring Local Authorities of Halton and St. Helens and used information consisting of population projections, household formations, the need for affordable housing and the projected jobs growth across the Plan Period to reach the OAN figure. For Warrington, the SHMA identified an OAN of 839 new homes per year up to 2037.

4.4 WBC published a Strategic Housing Land Availability Assessment (SHLAA) in January 2016 identifying committed and planned housing land supply over the next 15 years and beyond. This identified a total housing land supply in the urban area on Greenfield sites of approximately 11,500 dwellings. In addition to the SHLAA figure, a further 3,500 new dwellings have been identified for the Warrington Waterfront Strategic Development area over the next 20 years.

4.5 Further work undertaken in respect of employment growth ambitions for the Borough has identified a need to increase the predicted OAN for housing from 839 to 1,000 dwellings per annum. Having explored all potential sources of additional land supply, WBC has therefore concluded it is unable to accommodate all of its development needs within the existing urban area and on Greenfield sites outside of the Green Belt. If Warrington is to meet its development needs, then based on the updated assessment of urban capacity, sufficient Green Belt land will need to be released to deliver approximately 5,000 homes.

The Warrington Green Belt Assessment Findings

4.6 The Warrington Green Belt Assessment (WBGA) was published in October 2016. Stage One of the Assessment divides the entire Warrington Green Belt into 24 large parcels defined as 'General Areas' which are then assessed against the following five purposes of including land within the Green Belt:

1. To check the unrestricted sprawl of large built up areas;
2. To prevent neighbouring towns from merging into one another;
3. To assist in safeguarding the countryside from encroachment;
4. Preserving the setting and special character of historic towns; and
5. To assist in urban regeneration by encouraging the recycling of derelict and other urban land.

4.7 The land within the ownership of the HCA falls into General Area 10 (GA10), sitting broadly between the confines of the M56 to the south, Junction 20 of the M6 and Knutsford Road to the east, the A56 and the urban area of Stockton Heath to the north and the urban area of Dudlow's Green to the west. The location and extent of GA10 is shown on Drawing SW2 attached at Appendix 3.

4.8 Of the 24 defined large parcels, General Area 10 was one of just two 'General Areas' that were considered to make a weak contribution to the Green Belt. The HCA's subject land comprises approximately one third of GA10.







5.SUITABILITY OF SUBJECT LAND FOR RESIDENTIAL DEVELOPMENT



5. SUITABILITY OF SUBJECT LAND FOR RESIDENTIAL DEVELOPMENT

5.1 An initial appraisal of the subject land has been undertaken to assess its suitability for the development of new homes and associated infrastructure, taking into account, locational, physical, environmental and technical factors.

Ownership and Availability

5.2 The subject land lies wholly within the ownership of the HCA. The vast majority of the land is in agricultural use either let on an annual agricultural tenancy or an annual agricultural business holdings tenancy. The subject land is therefore considered to be immediately available for development given tenancies are renewable on an annual basis.

5.3 There has been no formal marketing of the subject land to date and no formal soft market testing. However, the HCA are in receipt of three to four enquiries per month from prospective developers wishing to understand the HCA's plans for the land and registering their interest in buying the land at such a time as it should come available. It is therefore considered that the land would be highly attractive to potential developers for residential development.

Accessibility and Sustainability

5.4 The subject land falls within an area of primarily agricultural land bordered to the north by the southern extents of the Stockton Heath and Grappenhall urban areas and to the west by the eastern edge of the urban areas of Walton, Dudlow's Green and Stretton. The B5356 forms a physical boundary to the subject land in the south with the M56 motorway approximately 500m to 750m further south. The development of this land can therefore be seen to represent a logical, sustainable, and immediate extension to the established urban edge in South Warrington. Furthermore, it is considered that the development of the subject land would also enable the creation of a new defensible Green Belt boundary within South Warrington taking into account the built development to the north and west and both the local and strategic road network boundaries to the east and south. The development of the subject land would support WBC's ambitions for growth using the key principles of 'Garden City Development' and would also provide an opportunity to complete the New Town investment begun in the 1960's.

5.5 The subject land is in close proximity to the strategic road network with the M56 (junction 10) and the M6 (junction 20) motorways being located approximately 0.5km to the south and 2.5km to the east of the subject land respectively. The existing local road infrastructure was constructed as part of the first phase of a planned programme of future highway routes set out under the Bridgewater East Masterplan. These roads currently connect the northern and southern parts of the subject land (and the Grappenhall Heys residential development) with the A49 London Road in the west and A50 Knutsford Road to the east. It is recognised that a range of infrastructure improvements would be required to facilitate the level of new development that the subject land could accommodate. This is considered further in Section 7 of this submission.

5.6 The existing urban areas to the north and west are well served by regular public transport which could be extended into the subject land in parallel with the implementation of a well-planned and phased masterplan. Likewise, there exists a network of public footpath and cycle routes within this part of Warrington which could be expanded and incorporated into a phased masterplan for the development of the land. This would ensure accessibility to the resultant development and the wide range of social infrastructure uses within it (education, health, retail, leisure etc.) from a wide choice of transport modes other than the private car. New development could be designed to represent an exemplar model of walking and cycling options.

5.7 The extent of the development proposed on the subject land would be of a sufficient scale and critical mass to ensure that local services and businesses would continue to be supported whilst also ensuring that crucial health and education facilities would not be overstretched. New schools, health care facilities, leisure and recreation facilities and retail outlets could be provided at appropriate locations on site, enabling residents to access a range of social infrastructure without the need to travel and without reliance on the private car. This would ensure that undue pressure was not placed upon existing services and facilities in the surrounding areas of Stockton Heath, Walton, Dudlow's Green and Stretton but that those residents living on the peripheries of the subject land would still be well positioned to help support local businesses. Social infrastructure provision is discussed further in Section 8 of this submission.

Planning Policy

5.8 The only significant planning policy constraint pertaining to the subject land at present is its designation as Green Belt within the Warrington Local Plan Core Strategy. The subject land is not subject to any other land use planning policies. Further information on relevant environmental designations is set out below.



Landscape

5.9 The subject land is not covered by any statutory or non-statutory national or local landscape designations. The landform undulates strongly across the area resulting in occasional sweeping northerly views as landform slopes generally to the north. There are numerous ponds within the existing farmland with several linear woodlands, coverts and tree clumps. Some of these semi-natural woodlands would serve to function as advanced landscaping and entrance features for future development plots. This would reflect the successful existing green infrastructure provision in neighbouring residential areas including Pewterspear.

5.10 The majority of the subject land is situated within the Appleton Cross and Grappenhall Landscape Character Area as identified in the Warrington Landscape Character Assessment (LCA) (2007). In terms of landscape sensitivity, the LCA states:

'Major changes to the landscape have taken place over recent years following the planning designations for house building. Large areas of agricultural land have been lost to housing estates and this trend is set to continue on a large scale in the Appleton and Grappenhall areas. Associated with the developments has often been the planting of advanced strips of native woodland. These will break up the housing mass but the existing landscape will be entirely changed.'

5.11 It is considered that the presence of existing tree rich field boundaries, undulating land and woodland belts (often created as advanced planting) has a potential to create a robust, structural landscape for future development which would help to integrate it within the local landscape. Careful access consideration and boundary treatment as part of a future well-designed, detailed masterplan would offer the opportunity to fully protect the character of the village of Appleton Thorn to the south-east and the Grappenhall village Conservation Area to the north-east.

5.12 Overall, it is considered that when looking at the broader scale, the subject land could be developed whilst still providing a sufficient buffer of open land which would continue to protect the landscape character between Warrington and Manchester.

Ecology

5.13 The subject land is not covered by, and does not lie in close proximity to, any statutory ecological designations. There are no sites of non-statutory ecological designation within the subject land. There are, however, 2 non-statutory sites adjacent to and falling between the parcels which comprise the subject land. These are shown on Drawing SW3 attached at Appendix 4 and are summarised below:

- Grappenhall Heys Woodland and Grappenhall Heys Woodland Shelter Belt: This covers an area of approximately 4.43ha and is split onto two parts, Part 1 (Shelter Belt) is located to the north, east and west of the existing Grappenhall Heys residential development (northern section) and Part 2 (Woodland) located to the south of the existing Grappenhall Heys residential development (southern section). The Woodland and Woodland Shelter Belt are both designated as a Site of Interest for Nature Conservation (SINC), a Local Wildlife Site (LWS) and a Warrington Woodland Trust Site; and
- The Dingle and Fords Rough Site of Interest for Nature Conservation (SINC) and Lumb Brook Valley Warrington Woodland Trust Site. This designations follows a route adjacent to the western boundary of the subject land either side of the Doods Brook watercourse. This designation also includes a number of trees covered by Tree Preservation Orders.

5.14 It is clear from the above that the ecological value of the subject area is low in terms of identified ecological sites. Whilst the current agricultural use of the land and open countryside nature means that it is likely to provide habitat for a number of ecological species, there is no evidence to indicate any special habitat or species value which would set it apart from other agricultural/countryside within the wider Warrington area. The presence of any protected species present on the land can be fully protected through the usual planning and consenting process. The development of a detailed masterplan for the land represents an opportunity to fully consider a site wide ecological mitigation strategy.

Cultural Heritage and Archaeology

5.15 The subject land is not covered by any statutory or non-statutory archaeological or cultural heritage designations. There are no Scheduled Ancient Monuments, Registered Parks and Gardens or Historic Battlefields within the subject land. There are also no statutorily listed buildings within the subject land.

5.16 A Scheduled Ancient Monument, which comprises two small sections of Roman Road, is located to the south-eastern boundary of the subject land on the northern side of the B5356 Stretton Road. The first section is located adjacent to the subject land approximately 100m to the south-west of Appleton Thorne village, whilst the second section is located with Appleton Thorne village and separated from the subject land by residential properties. The location of these two areas are shown on Drawing number SW3 attached at Appendix 4.

5.17 There are 15 statutorily listed buildings within the vicinity of the subject land, all of which are Grade II Listed. These are summarised below and shown on Drawing SW3 attached at Appendix 4:

- St Wilfrids Church and five additional, primarily associated buildings/features located within Grappenhall Village approximately 475m to the east of the subject land;
- Two residential properties, Wrights Green House and Wrights Green Cottage, located on Wrights Green Road, immediately adjacent to the central section of the subject land;
- The Church of St Cross, the war memorial and School Farm Farmhouse, all located within Appleton Thorn village to the east of the subject land plus the remains of Appleton Cross and Cross Cottage to the south west of Appleton Thorn village and to the south of the subject land;
- Green Lane Farmhouse, adjacent to the south-eastern section of the subject land; and
- The Church of St Matthew at Stretton, located approximately 100M to the south-western extent of the subject land.



5.18 There is one locally listed buildings within the subject land. This is The Lodge at Witherwin Farm within the north-western part of the subject land. The location of this building is shown on Drawing SW3 attached at Appendix 3.

5.19 The Grappenhall Village Conservation Area is located immediately to the east of the subject land. As identified on Drawing SW3 attached at Appendix 4.

5.20 There are no other significant statutory or non-statutory heritage or archaeological assets within the wider area.

5.21 From work undertaken by the HCA in connection with their sites at Appleton, Grappenhall and Pewterspear, it is clear that the historic value of the subject land is low and limited to a small number of Grade II listed buildings and two small areas of Roman Road, which lie adjacent to or in the immediate vicinity of the subject land. Only one locally listed building lies within the subject land. It is, therefore, not considered that the release of the subject land from the Green Belt and its future sensitive development for housing would have any significant impact on the historic environment subject to the sensitivities and locations of the identified features being taken into account at a detailed design stage.

Flood Risk

5.22 All of the subject land is located within Flood Zone 1 as set out on the Environment Agency's Flood Map. Flood Zone 1 represents a very low risk of flooding from rivers and seas (<1:1000 years annual probability of flooding). The Doods Brook and Dipping Brook follow a broadly north to south alignment adjacent to the western extent of the subject land and fall within Flood Zone 3 which represents a high (1:100 or greater) risk of flooding. However, it is not considered that this would present a constraint to development given that the subject land could be developed for residential development utilising sufficient acceptable stand-offs to Doods Brook and Dipping Brook. The locations of Doods Brook and Dipping Brook are shown on Drawing SW3 attached at Appendix 4.

Agricultural Land Classification

5.23 The vast majority of the subject land is shown on the Natural England Agricultural Land Classification map for the North-East as Grade 2 agricultural land with some small smaller peripheral areas of Grade 3 agricultural land. Grade 2 represents land which is considered to be very good, whilst grade 3 represents land which is considered to be good-moderate.

Open Space and Public Rights of Way

5.24 The subject land does not contain any areas of land which are designated as public open space.

5.25 There are a number of public footpaths and bridleways which run through the subject land, connecting it with the wider area. It is not considered that the presence of these footpaths/bridleways would represent a constraint to the development of the subject land for housing. Conversely, they would provide a baseline for the creation of a network of new and improved pedestrian, equestrian and cycle links within and around the subject land, improving accessibility in this part of Warrington. The location of the existing footpaths and bridleways are shown on Drawing SW3 attached at Appendix 4.

Utilities and Services

5.26 An Essar Oil Pipeline and associated buffer crosses the subject land in a broadly south-west to north-east direction. A 'no build' buffer/easement approximately 50m each side of the pipeline is in force and has been successfully incorporated into the HCA's proposals for their land at Appleton Cross where it also crosses their land. It is not, therefore, considered that this would represent a barrier to the development of the subject land. Such land could provide for excellent open space and/or screen planting.

5.27 A full services and utilities search has been commissioned for the subject land. Due to the lead in times for service providers to respond to requests for information we are unable to provide anything further in this respect at the time of submission. It is however our intention to provide an addendum to this submission setting out service and utilities information for the subject land once it has been received. It is anticipated that this will be submitted to WBC well in advance of the publication of the Call for Sites responses and Preferred Option documents.

Contaminated Land

5.28 A review of historical information, published data and preliminary data searches indicates that the site has been primarily in use for agriculture and developed for associated farm buildings only over the past 135 years. There is also evidence of a sewage treatment works and tank within the south-western part of the subject land during this period, with evidence suggesting that this use ceased by or before 1970. Overall it is considered that there are few potential sources of contamination on the subject land.

5.29 The majority of the subject land does not lie within a groundwater source protection zone. The only exception is a small section land within the north-western extent of the subject land adjacent to Stockton Heath.

5.30 There are no landfill sites or other sources of contamination within 250m of the subject land. There are eight identified locations within 500m of the subject land (to the east) which appear to be infilled water features and one infilled pit.

5.31 The subject land does not lie within an area of historic mining and lies within an area of low radon potential. There are no fuel stations within 500m of the subject land and no records of COMAH (Control of Major Accident Hazards) or NIHHS (Notifications of Installations Handling Hazardous Substances) sites either on or within 500m of the subject land.







6. INDICATIVE MASTERPLAN



6. INDICATIVE MASTERPLAN

6.1 An indicative masterplan scheme has been prepared to demonstrate how the subject land could be developed for new homes and associated infrastructure. The masterplanning approach taken looks at developing an overarching development framework that could be potentially supported on the majority of the HCA land assets.

6.2 Holistically, the design approach seeks to develop and expand the northern and western urban fringe of South Warrington and therefore sensitively broaden the urban settlement within the existing landscape setting. This expansion also looks to connect and locate the three isolated Greenfield development sites with the Secretary of State's approval in principle under the New Towns Act 1981 at Grappenhall Heys, Appleton Cross and Pewterspear Green within a wider vision.

6.3 The indicative masterplan seeks to demonstrate how coherency and much needed transport corridors could be introduced to strengthen the local networks and ensure that there is sufficient capacity in the road networks to accommodate the new growth which would arise. The indicative masterplan is also mindful of the Essar Oil pipe easements and constraints, ensuring that future development takes these into account.

6.4 The vision for the subject land generates and defines a new eastern edge that clarifies the extent of additional new development adjacent to a new defensible and logical Green Belt boundary. The indicative masterplan therefore seeks to contain development within the existing road networks.

6.5 The vision for the subject land demonstrates how the following could be delivered:

- Up to 4,000 new homes;
- New road infrastructure;
- Two new primary schools;
- A potential new secondary school;
- One new health centre plus part use of a proposed new health centre on the HCA's adjacent Appleton Cross site;
- Open space, sports pitch and play area provision;
- One new small format supermarket/retail store, plus part use of the proposed new small retail facility proposed on the HCA's adjacent Appleton Cross site;
- Two new local centres to incorporate food/pub uses and other local services and retail provision as appropriate; and
- A potential new Community Hub to include the above listed sports and leisure facilities and health centre as appropriate.

6.6 These new facilities/provision are proposed to be located across the indicative masterplan to ensure even distribution and reach is achieved. It is not considered likely that the development of the land as proposed would include for both a secondary school and a Community Hub given their land intensive uses. Therefore, it is considered more likely that if one of the two facilities were to be provided on the subject land, the other would be provided on land elsewhere to the south east of Warrington, with appropriate financial contributions provided by the HCA to help support the facility.

6.7 Two indicative masterplan options are provided as Drawings SW4 and SW5 at Appendix 5 and Appendix 6 respectively. These indicative masterplans seek to show high level options as to how the subject land could be developed and the potential distribution of new homes, transport infrastructure and social infrastructure.







7. TRANSPORT INFRASTRUCTURE



7. TRANSPORT INFRASTRUCTURE

Opportunities to Deliver New Road Infrastructure

7.1 Historic development of the HCA's land assets within South Warrington has delivered a network of highway routes and Public Rights of Way to the south of the A56 and the Bridgewater Canal and to the east of the A49 London Road. The partial implementation of the Bridgewater East masterplan resulted in the creation of the first phase of a planned programme of future highway routes, connecting new residential development with the A49 to the west and the A50 to the east.

7.2 The 1994 Warrington Draft Local Plan included a specific policy relating to the development of the Bridgewater East area. The policy reflected the earlier designation in the Warrington New Town Development Plan. The 1994 Draft Local Plan also included for the construction of a new highway route, known as the Howshoots Link Road linking Witherwin Avenue and the existing Grappenhall Heys development to the A50 and the M6 Junction 20 to the east, along with a proposed South Warrington Link, connecting Grappenhall Heys with the A56 and onwards via a new bridge crossing of the Manchester Ship Canal. Masterplanning work for the Bridgewater East area undertaken at that time included proposals not only for the Howshoots Link Road and South Warrington Link, but also the 'Wrights Green District Distributor Road. It was intended that the road would link the future development proposed between the Grappenhall Heys and Appleton Cross sites via extensions to Witherwin Avenue and Dipping Brook Avenue. The provision of the Wrights Green District Distributor Road as part of the future development of the subject land would therefore provide an important new north-south link between new and existing development areas and reduce use of Lumb Brook Road. The proposed location and route of these roads are shown on Drawing SW6 attached at Appendix 7.

7.3 In 1995, the Warrington Draft Local Plan was revised to give lower status to the residential development of Bridgewater East, and the removal of the safeguarding of land for the South Warrington Link. Despite the exclusion of the Bridgewater East area from the adopted Local Plan, the HCA and its predecessor English Partnerships has maintained ownership of the subject land and is able to deliver the previously proposed Wrights Green District Distributor Road as part of the future development of the subject land. Whilst current proposals for new residential development at the HCA's Greenfield sites of Grappenhall Heys and Appleton Cross do not require the provision of the Wrights Green Distributor Road, they reflect the potential future alignment of road and in no way compromise its future delivery.

7.4 Following the removal of the Bridgewater East area from the adopted Local Plan, the implemented phase one highway infrastructure and existing highway network now suffer peak period congestion at key constraints locations and experience heavy use of east-west routes for access to the M6 motorway. Additional housing development on the subject land would enable delivery of the original vision for highways infrastructure as set out in the original Bridgewater East Masterplan and 1994 draft Local Plan.

7.5 Although the HCA's landholdings do not encompass the full extents of the proposed Howshoots Link Road, the HCA would be willing to enter into discussions with WBC and adjacent landowners to agree a manner by which the new road could be extended all the way. The HCA would urge WBC to safeguard the proposed route along its length to the roundabout junction of the B5356 Grappenhall Lane. The Howshoots Link Road would form a core component of the HCA's future plans for the area, providing an alternative route towards the A50 and M6 Lymm Interchange avoiding Appleton Thorn village, and the HCA are committed to its delivery as part of any future development of the subject land.

7.6 It is understood that the Howshoots Link Road also remains a future infrastructure ambition for WBC. The Link Road is shown as a future highway scheme on the Council's Planning Policies interactive map, and it is understood that the scheme was included in the draft Community Infrastructure Levy (CIL) Interim Infrastructure Update Project List and in the Council's submission to the Cheshire and Warrington Local Enterprise Partnership's long list for Strategic Economic Plan funding in June 2015.

7.7 Following the removal of safeguarding for the South Warrington Link and subsequent development on the proposed alignment, the previous proposal is no longer deliverable. Nevertheless, the HCA commits to work collaboratively with WBC to consider wider opportunities to improve north-south linkages for the betterment not only of the subject land but also the wider South Warrington and town centre areas, in addition to the HCA's longstanding proposals for an improved east-west link via the Howshoots Link Road.

7.8 This commitment is in line with the details of the Growth Deal agreed between Central Government and the Cheshire and Warrington Local Enterprise Partnership (LEP), which states that:

'The Cheshire and Warrington LEP will work with Government and the Homes and Communities Agency to review how Homes and Communities Agency assets in Warrington South might be better aligned with the strategic growth objectives of Warrington Borough Council and the LEP.'

7.9 Infrastructure improvements are already targeted as part of the Growth Deal, with an indicative funding allocation for a new bridge crossing over the River Mersey linking to the Centre Park area, and the proposed construction of a new high-level bridge crossing from the A56 Chester Road towards the A57 Sankey Way. The limited number of crossings points for the Manchester Ship Canal and increases in the use of the canal for transporting goods



has led to peak period congestion around crossing points, particularly when low-level swing bridge crossings are affected by ship movements. The planned provision of new crossing points will provide relief to the town centre and greatly increase the resilience of the local road network.

7.10 New highway infrastructure proposed by the HCA to serve the subject area would improve the accessibility of new residential areas, and greatly enhance access towards the M6, providing an alternative to existing rural routes via Appleton Thorn village. Access towards the M56 Junction 10 via the constrained Cat and Lion signalised junction may continue to be an issue even with delivery of the proposed Wrights Green District Distributor Road and Howshoots Link Road. However, should the subject land be released for future development, it is the HCA's intention that it would collaborate with WBC, Highways England and adjacent local landowners to deliver a solution to the existing congestion issues, potentially comprising a new highway link between the M56 Junction 10 and the B5356 Stretton Road bypassing the Cat and Lion junction. Where appropriate the HCA would also engage with WBC and Highways England to inform requirements for the Roads Investment Strategy process and future Highways England Route Strategies for the M6 and M56 motorways.

Opportunities for Public Transport Improvements

7.11 The proposed Wrights Green District Distributor Road would also improve access opportunities for future bus service provision. The existing Appleton and Grappenhall areas are currently served by only limited bus service provision, with relatively infrequent services into Warrington town centre, and limited hours of operation. Discussions regarding potential enhancements to existing provision are underway with Network Warrington as part of outline planning applications for proposed residential development at the HCA's three Greenfield sites of Grappenhall Heys, Appleton Cross and Pewterspear Green. However, opportunities to serve development with fast and direct bus services are limited by the existing scale of development and the constraints of the existing highway network. With additional housing development on the subject land enabling delivery of the original vision for highways infrastructure, opportunities for new and improved bus service provision would also be enhanced.

Opportunities for the Public Right of Way Network

7.12 The Appleton and Grappenhall areas currently provide a network of Public Rights of Way comprising footpaths and tarmac surfaced and unsurfaced cycle paths, along with shared use cycle paths alongside Dipping Brook Avenue and Blackcap Road. Routes are concentrated within existing developed areas and predominantly reflect the existing street pattern, but also include a number of footpaths and cycle routes crossing open fields or following safeguarded alignments through residential areas. Any future development of the subject land for new homes and supporting social infrastructure would include a comprehensive masterplan for new Public Rights of Way. Shared use facilities would not only follow new highway infrastructure alignments, but traffic-free links would also be integrated into the design of new residential communities and supporting social infrastructure.

Road Infrastructure Phasing and Delivery

7.13 As with any significant new development, an appropriate phasing strategy would need to be agreed with WBC and Highways England to ensure the timely delivery of new highways infrastructure and additional mitigation requirements. With the proposed alignment of the Wrights Green District Distributor Road entirely within the HCA's land ownership, the new road could be delivered at an early stage subject to the removal of the land from the Green Belt designation. Development phasing and land assembly requirements may influence timescales for delivery of the Howshoots Link Road and any wider highways proposals to improve access over the Ship Canal or south to the M56. However, the HCA would actively work with WBC, adjacent landowners and Government agencies to bring forward necessary highways infrastructure improvements to suitably mitigate development impacts and improve accessibility.





8. SOCIAL INFRASTRUCTURE



8. SOCIAL INFRASTRUCTURE

8.1 As set out in Section 6 above, initial masterplanning work undertaken in support of the development of the subject land for housing has indicated that the land could accommodate up to 4,000 new dwellings. Based on an assumed average of 2.3 people per dwelling, this would equate to a new population of approximately 9,200 people.

8.2 Population growth on this scale requires the provision of an appropriate level of social infrastructure including schools and school place provision, health care services (doctors and dentistry), shops and services and recreation facilities. The extent of the subject land means that the appropriate level of provision required to meet the needs of the population which would be created could be provided within the subject land as part of a phased masterplanning approach. Each type of social infrastructure provision is considered in turn below.

Education

8.3 In accordance with the requirements of the WBC Draft Planning Obligations Supplementary Planning Document (SPD) 2016, the creation of approximately 4,000 new dwellings would result in a need for 1,200 new primary school places (based on a calculation of 0.30 pupils per dwelling). A two form entry school would accommodate approximately 420 pupils whilst a 3 form entry school would accommodate approximately 630 pupils. It is therefore proposed that two new primary schools could be provided on the subject land.

8.4 In terms of secondary school place provision, the development of up to 4,000 new dwellings would give rise to a need for 720 new secondary school places (based on 0.18 pupils per dwelling). Given there is a known likely shortfall of secondary school places in South Warrington, the subject land could provide a new secondary school capable of accommodating the pupils arising from the new development, plus additional pupils from elsewhere in the South Warrington area.

8.5 It is recognised that the current secondary school in the local area, Bridgewater High School at Dudlow's Green, is located proximate to the subject land. Clearly, as stated above, this school would not be capable of accommodating the number of new pupils arising from the development of the subject land. Therefore a new secondary school would be required to serve the subject land plus any future new housing development within the South Warrington area that may emerge as a result of the Local Plan review. Mindful of the location of Bridgewater High, it may not be appropriate to locate any required secondary school on the subject land. The HCA would therefore be agreeable to working with other landowners/developers within the South Warrington area whose land may be better placed geographically to accommodate a new secondary school.

Health

8.6 According to the WBC Draft Planning Obligations SPD, on average a single GP would provide care for up to 1,800 patients. It is understood that it is the current preference of the NHS to provide health centres which accommodate a minimum of 4 GP's plus support services. Such a facility would therefore accommodate up to 7,200 patients (4 x 1,800 patients). Likewise, an average dental practice with 5 dentists would typically be capable of accommodating up to 7,200 patients. A health centre capable of accommodating this level of service provision would typically need to be a 1,000m² facility. It is proposed that a health centre of this size capable of accommodating a minimum of 4 GP's and 5 dentists could be provided on the subject land.

8.7 It is noted that the proposed population from the development of the subject land would be up approximately 9,200 people. A health centre accommodating up to 7,200 patients would therefore leave a shortfall of approximately 2,000 patients. However, the HCA is proposing to construct a 1,000m² health centre on its land at Appleton Cross as part of the forthcoming outline planning application. It is intended that this facility would accommodate the likely population which would arise not only through the development of its three Greenfield sites (Appleton Cross, Grappenhall Heys and Pewterspear Green) which is estimated as being approximately 2,200 people, but also the existing shortfall in the local area and other future development. It is therefore considered that the inclusion of one 1,000m² health centre on the subject land would be adequate to meet the needs of the new and existing population.



Shops and Services

8.8 It is proposed that approximately one new retail store and two local centres could be provided on the subject land to meet the needs of the future development of the subject land. An existing retail store (local style supermarket) with an area of approximately 3,000m² is proposed as part of the HCA's proposals for the land at Appleton Cross. It is considered that this could meet some local need arising from the development of the subject land with a further, similar size and type of retail store also provided to ensure adequate provision. Two local centres which could contain facilities such as pubs, takeaways, pharmacies etc. could also be provided on the site to meet the local level needs of the new population.

Leisure and Recreation

8.9 The development of the subject land would consequently bring with it the need for new and enhanced leisure and recreation provision. The subject land covers a sufficient area to allow for this provision to be met with the development of facilities such as informal open space, formal sports pitches and children's play areas specific to the needs of the population which would arise through the development of the subject land. However, it may also present the opportunity to work with Live Wire Warrington and its partners to bring about a new Neighbourhood Hub for South Warrington along the lines of those at Great Sankey and Orford Jubilee where sports, leisure, library and health facilities are combined in one accessible location. This could be linked to the health and secondary school provision outlined above

8.10 As with the potential secondary school provision, the HCA would be agreeable to working with other landowners/ developers within the South Warrington area, WBC, Live Wire Warrington and its' partners to identify the need for such a facility, the best location and the likely services which it could offer to ensure that any provision best meets the needs of the wider population as well as that arising from the development of the subject land.

Affordable Housing

8.11 The development of up to 4,000 new homes would include for the provision of approximately 1,200 affordable homes which could in turn provide for 600 new affordable rented dwellings and 600 Starter Homes to meet identified need in the housing market area. This would ensure that the new homes would be accessible to all in an area of typically high house prices, ensuring that local people are not priced out of the housing market and enabling first time buyers to get onto the housing ladder in South Warrington.





9. CONCLUSIONS



9. CONCLUSIONS

9.1 The HCA encourages WBC to consider its 220ha of land (the subject site) within the Green Belt in the South Warrington Area as a component of its future housing land supply as a site allocation in its emerging Local Plan to develop a phased, sustainable, high quality extension to the settlement.

9.2 This Call for Sites submission has sought to demonstrate that there are no significant physical, environmental or technical constraints which would prevent the development of the subject land for housing and associated transport and social infrastructure for up to 4,000 new dwellings which could be delivered as part of a phased masterplan for the area. The illustrative masterplan included as part of this submission, demonstrates how the site could be developed and delivered to create a high quality, cohesive new community on the edge of the existing urban area.

9.3 In summary, the subject land:

- Is located within one of only two General Areas identified as performing weakly against the five purposes of the Green Belt;
- Is located adjacent to existing residential development of Warrington at its western and northern edges;
- Could create a new defensible Green Belt boundary within South Warrington taking into account the built development to the north and west and the strategic road network boundaries to the east and south;
- Is wholly available for development, in one ownership, subject to annual renewal tenancies and has significant interest from housing developers;
- Is located in an area with excellent links to the strategic road network and which presents opportunities to improve pedestrian and cycle links through an exemplar phased sustainable development which reduced the reliance on the private car and encourages journeys by foot, cycle and bus;

- Could be developed through a phased masterplan in close consultation with WBC, its partners and adjoining landowners;
- With the exception of the Green Belt designation, is not subject to any planning policies which would restrict its development;
- Is not covered by any significant landscape or ecological designations which would prevent or limit its development;
- Contains no statutory features of archaeological or historical interest and lies adjacent to only a small number of listed buildings, one conservation area and two small parts of an identified Roman Road, impacts upon all of which could be mitigated against through sensitive design and the creation of appropriate buffer zones and stand-offs;
- Is located in an area at low risk from flooding and therefore compatible with residential development;
- Contains few sources of potential land contamination as a result of its primarily agricultural previous uses;
- Could be developed without any loss of public open space, sports pitches or other sports, recreation or leisure facilities;
- Could provide new road infrastructure including the Howshoots Link Road and the Wrights Green Distributor Road to provide improved north to south connections throughout the subject land and improved connections in the wider area; and
- Could accommodate all of the necessary social infrastructure required by the development and at the necessary scale, including if appropriate a new Neighbourhood Hub.







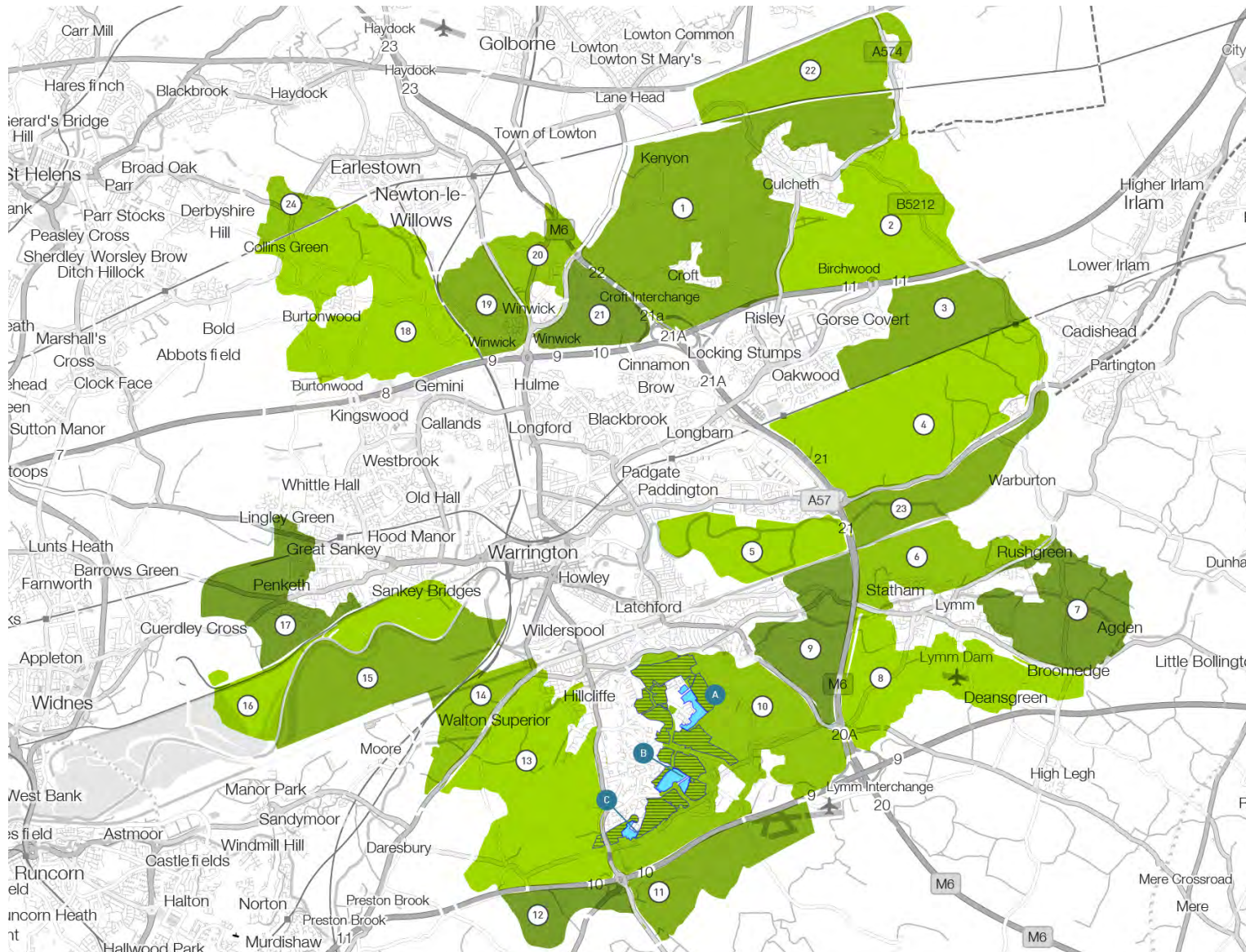
APPENDICES



Appendix 2: Bridgewater East Masterplan (1995)



Appendix 3: Drawing SW2 – Green Belt General Area 10



Drawing SW2 Green Belt General Area 10

KEY

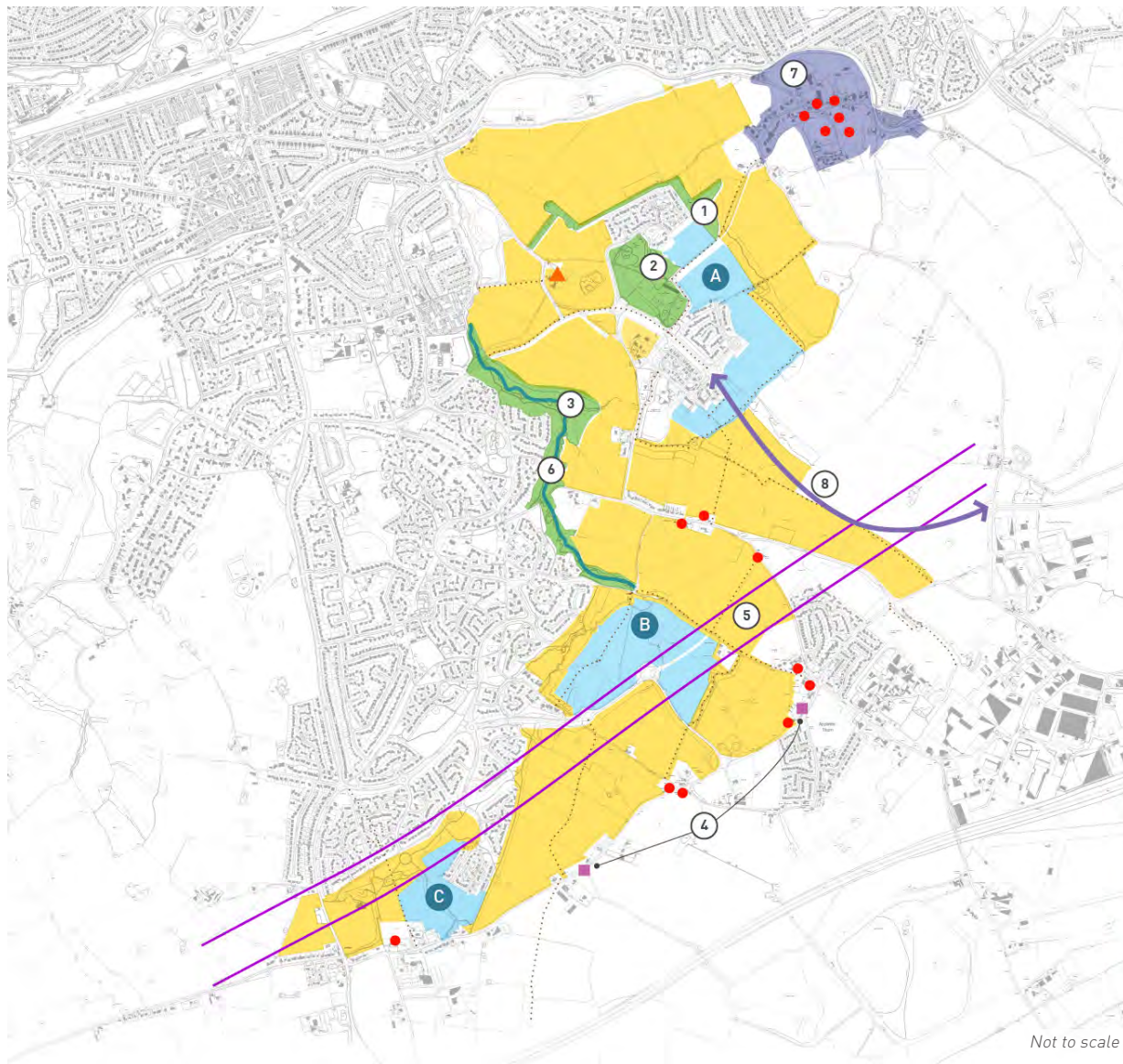
- Warrington Green Belt General Areas
- HCA Land Ownership

Strategic Locations

- A Grappenhall Heys
- B Appleton Cross
- C Pewterspear Green



Appendix 4: Drawing SW3 - Planning & Environmental



Drawing SW3
Planning & Environmental
Designations

KEY

- ① Grappenhall Heys Woodland (Shelter Belt)
SINC – Grappenhall Heys Part 1
LWS, WWT Site
- ② Grappenhall Heys Woodland
SINC – Grappenhall Heys Part 2
LWS, WWT Site
- ③ The Dingle and Fords Rough SINC,
WWT Site
- ④ Scheduled Ancient Monument
2 x Sections of Roman Road
- ⑤ Essar Oil Pipeline and Buffer Zone
(approximate location)
- ⑥ Dipping Brook/Doods Brook
- ⑦ Grappenhall Heys
Conservation Area
- ⑧ Howshoots Link Road
(Approximate Route)
- Public Footpaths/Bridleways
(Indicative Routes)
- Listed Buildings
- ▲ Locally Listed Buildings
- HCA Land Ownership

Strategic Locations

- Ⓐ Grappenhall Heys
- Ⓑ Appleton Cross
- Ⓒ Pewterspear Green

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Not to scale



Appendix 5: Drawing SW4 – Indicative Masterplan Option 1

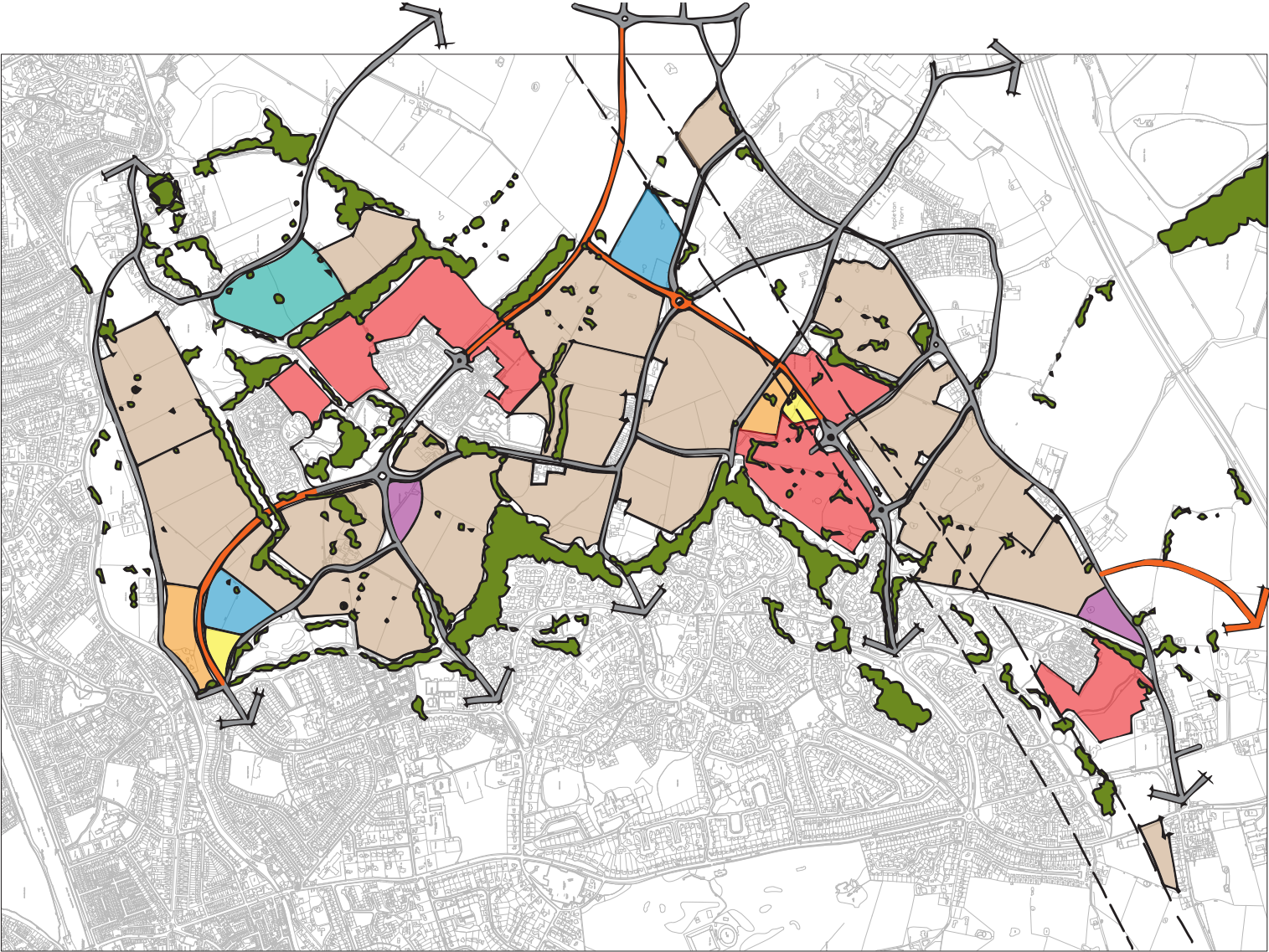


Drawing SW4
Indicative Masterplan Option 1

KEY			
	Significant Existing Vegetation		Proposed Secondary School
	Strategic Sites historically removed from Green Belt and at Outline Planning Stage		Proposed Health Centres
	Shell Pipeline Easement		Proposed Retail Stores / Supermarkets
	Proposed Residential Development Plots		Local Centres
	Proposed Primary Schools		Existing road network
			Proposed road network



Appendix 6: Drawing SW5 – Indicative Masterplan Option 1

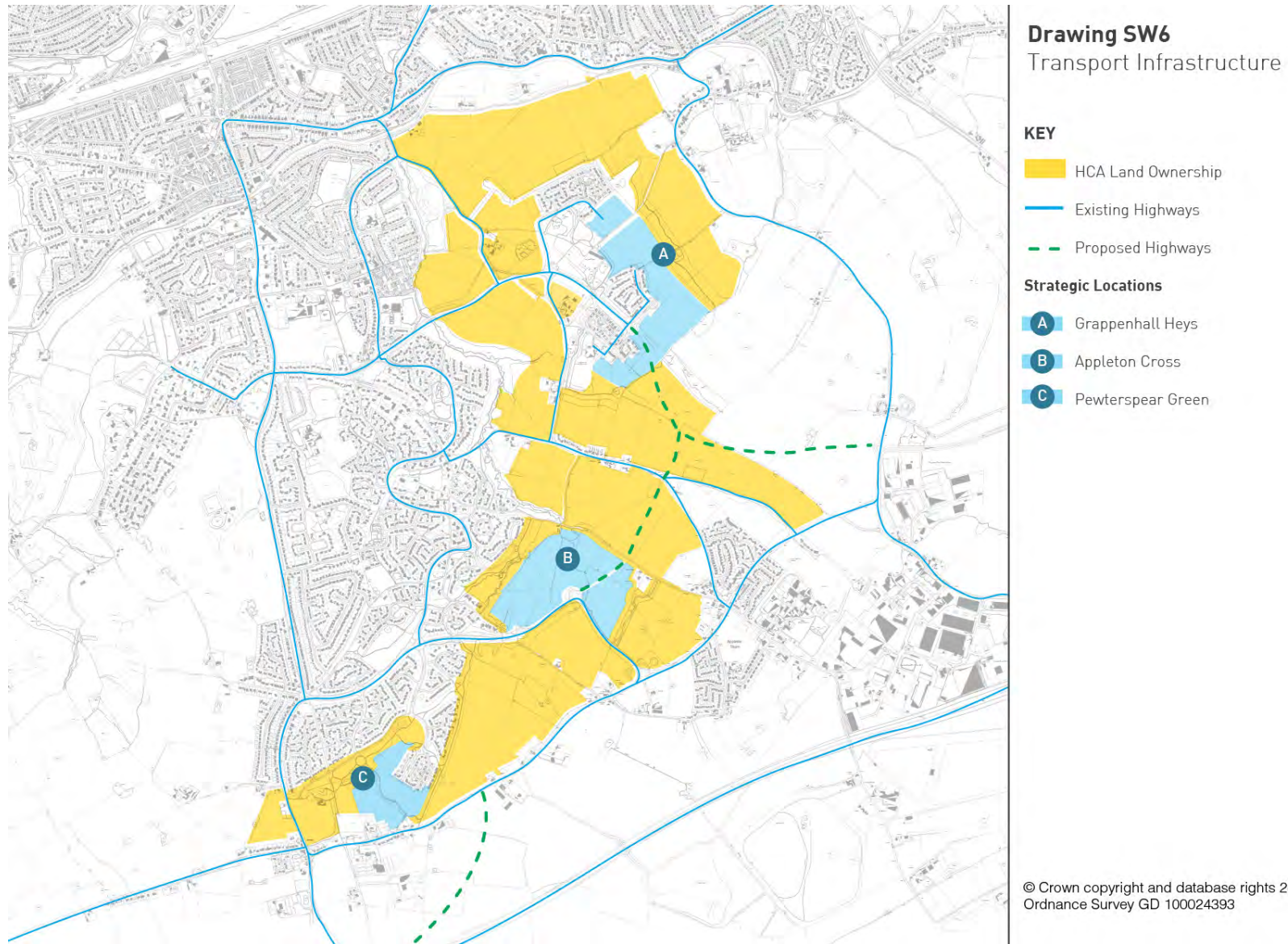


Drawing SW5
Indicative Masterplan Option 2

- KEY**
- Significant Existing Vegetation
 - Strategic Sites historically removed from Green Belt and at Outline Planning Stage
 - Shell Pipeline Easement
 - Proposed Residential Development Plots
 - Proposed Primary Schools
 - Proposed Community Hub
 - Proposed Health Centres
 - Proposed Retail Stores / Supermarkets
 - Local Centres
 - Existing road network
 - Proposed road network



Appendix 7: Drawing SW6 – Transport Infrastructure







Homes &
Communities
Agency

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