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WARRINGTON Borough Council

Warrington Borough Council

Local Plan Review

Regulation 18 Consultation: Standard Response Form

October 2016

Contents

1: Contact Details (Compulsory)

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2: Questions

Question 1

Do you have any comments to make about the Council's evidence base?

Question 2

Do you consider the assessment of Housing Needs to be appropriate?

Question 3

Do you consider the assessment of Employment Land Needs to be appropriate?

Question 4

Do you consider the alignment of Housing Needs and Job's Growth to be appropriate?

Question 5

Do you consider the assessment of Land Supply to be appropriate?

Question 6

Do you consider that Green Belt land will need to be released to deliver the identified growth?

Question 7

Do you consider the three identified Strategic matters being the appropriate initial focus of the Local Plan review?

Question 8

Do you agree that further land will need to be removed from the Green Belt and Safeguarded for future development needs beyond the Plan period?

Question 9

Do you consider it appropriate to include Minerals and Waste and Gypsy and Traveller needs in the scope of the proposed Local Plan review?

Question 10

Do you consider the Sustainability Appraisal Scoping Report to be appropriate?

Question 11

Do you consider the Spatial Distribution and Site Assessment Process at Appendix 2 to be appropriate?

Question 12

Do you agree with the assessment of Local Plan Policies at Appendix 1?

Question 13

Do you consider the proposed 20 year Local Plan period to be appropriate?

Question 14

Having read this document, is there anything else you feel we should include within the 'Preferred Option' consultation draft, which you will be able to comment on at the next stage of consultation?

3: Responses

Question 1

Highways England has no specific comments on the Council's evidence base other than the lack of evidence relating to transport and more in particular any consequences for the Strategic Road Network (SRN). We appreciate the early stage of the process and thus the detail required to gain this understanding will come at a later stage. However we would like to work with the Council, it's planning and transportation planning teams to understand any consequence to the Strategic Road Network as a result of the level of growth envisaged as and when the options for the geographic spread and pace of development over the life of the plan has been formed.

Warrington benefits from unique access to the SRN being at the crossing of three major national an international motorways in the M56, the M6 and the M62 and is important that the growth envisaged is brought forward in a way that does not compromise it's function both from a local and wider strategic viewpoint.

Question 2

No Comment

Question 3

No Comment

Question 4

With reference to the answer to question 1, Highways England reiterates it commitment to work with the Council however would note that a strategic balance of new homes and jobs within the plan (not just in numbers but also in terms of opportunity and skills) is an essential lever in minimising the need to travel and we would be particularly interested in how the plan will use demand management and local transport connectivity to ensure sustainable connectivity between the two.

Question 5

As pointed out in Highways England's response to the Warrington SHLAA in 2016, a housing land supply heavily focused to the south of the borough will have some impact on the M56 and M6 in the Lymm interchange area that would need to be understood and mitigated appropriately. This area of the Strategic Road Network currently suffers from operational deterioration in peak times.

Similarly the area around the M62 J8-11 and Croft Interchange also suffers from current operational challenges through existing and proposed growth outwith this plan review, the cumulative effective of which needs to be understood.

Question 6

The need or not to release Green Belt land is not an issue Highways England wishes to comment other than the obvious statement that the Green Belt, by definition, tends to be at the urban extent of the area close to the Strategic Road Network. As such the implications both in traffic terms and physical proximity of development (interface issues, air quality and noise) will need to be understood in any further work as the plan progresses.

Question 7

Highways England agree with the Three Strategic Matters in particular the third relating to ensuring the timely delivery of new and improved physical and social infrastructure. We reiterate Highways England commitment to working with the Council on identifying any necessary Strategic Road Network infrastructure requirements (including local, developer led or nationally funded schemes where appropriate) as the plan progresses.

Question 8

Whilst this is predominantly a matter for the Council in the plan review, the implications for safeguarded land designated (should the Council wish to designate such) beyond the plan period for the Strategic Road Network will be an area of interest to Highways England as this will help inform its longer term planning horizon.

Question 9

No Comment

Question 10

Highways England support the aims of the Accessibility themes in Tables 4.1 and 4.2 in particular the sections covering the issues relating to;

-rising traffic volumes and congestion,
-increasing car use and dependency,
-high levels of out- and in-commuting in the borough.

and also the objectives to;

-reduce the need to travel, especially by car.

Addressing these issues and aiming for such objectives should help in ensuring physical highway infrastructure mitigation is kept both minimal and optimal, only covering the impact of severe residual car based demand.

Question 11

It is vital that the Multi-Modal Transport work element shown in the Site Assessment process flowchart is undertaken in co-operation with Highways England to help all parties understand the various implications for the Strategic Road Network of the development options that will be brought forward.

Question 12

There is only a minor alteration to proposed to objectives INF3/4 and policy MP10 (Infrastructure). Whilst Highways England are in general agreement with this, the objectives and policy refer to the Infrastructure Delivery Plan (IDP). Given the scale and nature of the changes to the plan being sought in this review, the IDP in due course will need revisiting.

Question 13

Yes.

Question 14

No Comment