



## Local Plan Preferred Development option

I am writing to express my concerns over the proposals raised by Warrington's Local Development Plan.

I understand the need to build houses with the area but do not feel the plan provides clarity on the real requirements just the aspirations for Warrington to grow into a City.

I have highlighted my concerns as questions in red, and would like to see a response in writing that these points have been considered

### Housing Requirements

#### Question 1

*From the data it cannot be assessed what is a government requirement and what is WBC aspiration number above this to meet their City aspirations, this would therefore allow informed debate, can you please clarify the numbers*

#### Land requirements for homes and employment

4.11 Warrington's need for new homes over the next 20 years and the land requirements to meet this need are set out below in Table 1.

	955 p.a.	1,113 p.a.	1,332 p.a.
Housing Target 2017 to 2037	19,100	22,260	26,640
Flexibility at 5%	955	1,113	1,332
Backlog (from 2015 against OAN)	847	847	847
Total Requirement	20,902	24,220	28,819
Total Capacity within urban area	15,429	15,429	15,429
Green Belt requirement	5,473	8,791	13,390

Table 1: Housing Land Requirements

### Green Belt Release

#### Question 2

With Reference to 4.38 the approach to release large areas of Green Belt, W5 are W6 are greatly at odds with the proposal's for whole of South Warrington will turn from rural hamlets to one mass of houses and industrial units, previously it has been extremely difficult to release small areas of green belt for development, *has the assessment rules changed for green belt or is the no real defined regulations*

4.38 The new objectives are set out in the table below:

<p>W1 To enable the transition of Warrington from a New Town to a New City through the ongoing regeneration of Inner Warrington, the delivery of strategic and local infrastructure, the strengthening of existing neighbourhoods and the creation of new sustainable neighbourhoods whilst:</p> <ul style="list-style-type: none"> <li>• delivering a minimum of 22,260 new homes (equating to 1,113 per year) between 2017 and 2037, and</li> <li>• supporting Warrington’s ongoing economic success by providing 381 Hectares of employment land between 2017 and 2037.</li> </ul>
<p>W2 To facilitate the sensitive release of Green Belt land to meet Warrington’s long term housing and employment needs, whilst ensuring the revised Green Belt boundaries maintain the permanence of Warrington’s Green Belt in the long term.</p>
<p>W3 To strengthen and expand the role of Warrington Town Centre as a regional employment, retail, leisure, cultural and transport hub, whilst transforming the quality of the public realm and making the Town Centre a place where people want to live.</p>
<p>W4 To provide new infrastructure to support Warrington’s growth, reduce congestion and promote sustainable transport options, whilst reducing the need to travel and encouraging active lifestyles.</p>
<p>W5 To secure high quality design which reinforces the character and local distinctiveness of Warrington’s urban area, its countryside, its unique pattern of green spaces and its constituent settlements whilst protecting, enhancing and embracing the borough’s built and natural assets.</p>
<p>W6 To minimise the impact of development on the environment through the prudent use of resources and ensuring development is energy efficient, safe and resilient to climate change and makes a positive contribution to improving Warrington’s air quality.</p>

Table 5 – Local Plan Strategic Objectives

	Assessment Criteria
W1	Contribution to New City Concept
W2	Green Belt implications
W3	Supporting Role of Town Centre
W4	Primary school implications
	Secondary school implications
	Health facility implications
	Local Road Network
	Strategic Road Network
	Public Transport
	Active Travel
	Open Space, Sport and Recreation
W5	Character implications
W6	Environmental considerations & prudent use of resources
All	Delivery issues

Table 6 – Local Plan Objective Assessment Criteria

Exceptional Circumstances for releasing Green Belt

4.40 When considered as part of these strategic objectives, the Council considers that the exceptional circumstances can be demonstrated to justify the release of Green Belt. Green Belt release will form part of a comprehensive plan for Warrington which will work in parallel with brownfield development and infrastructure delivery to support the concept of Warrington New City. The Plan will enable the creation of new sustainable communities but in a manner which will unlock strategic infrastructure to support the growth of Warrington as a whole, addressing existing issues of congestion and unlocking major development sites with significant brownfield capacity.

## Preferred Choice

4.53 Following this exercise, the Council confirmed Option 2 - focussing Green Belt release adjacent to the main urban area of Warrington, with incremental growth in the outlying settlements - as the preferred option.

4.54 Option 2 enables the majority of growth to be delivered adjacent to the main urban area, contributing positively to the Plan Objectives. It performs stronger than Objective 1 in that it also enables incremental housing growth in the outlying settlements to support local services and widen local housing choice without compromising their character. This will also assist in overall Plan delivery by promoting a larger number of smaller sites which are likely to be deliverable early in the Plan period.

4.55 Option 3 does not perform as strongly as the distribution of growth will begin to impact on the character of one or more of the outlying settlements and a greater proportion of growth is being moved away from the main urban area where it can most positively contribute to the Warrington New City concept.

Option 2 - A Garden City Suburb of approximately 6,000 homes & an urban extension to the south west of Warrington of up to 2,000 homes;

Option 2	warrington.
	Overall, this option has the potential to perform positively against the majority of plan objectives. It will contribute to the wider New City Concept, having the ability to provide infrastructure to support the Garden City Suburb and South West Extensions themselves and the town as a whole. It provides the opportunity to maintain the permanence of the Green Belt at a strategic level through managed Green Belt release.
	The scale of the Garden City suburb in this option is of a sufficient magnitude to be able to deliver necessary infrastructure but provides more scope to address transport and character concerns raised under Option 1. More detailed work will still be required to understand infrastructure and character impacts as this option still presents a significant urban extension.
In providing a second development location, the South West extension provides benefits in terms of broadening the supply base of new homes, although it could impact on the character of the wider area. The site is capable of providing local infrastructure to support the development, but more detailed work will be required in terms of assessing transport implications. The benefits provided by the South West Extension are likely to be greater if the Western Link option passes through the site, providing access into the Waterfront Development Area.	

4.65 Based on the assessment above, it was concluded that overall, Option 2 - A Garden City Suburb of approximately 6,000 homes and an urban extension to the south west of Warrington of up to 2,000 homes - performed best when assessed against the strategic Plan Objectives, taking into account the results of the SA/SEA. It should be noted that the performance of this option strengthens significantly if the western link is developed through the south west urban extension area, providing a more direct link to the Waterfront Development area.

## Preferred Option – What consideration was given to integrating transport in the plan??

### Question 3

The proposed scheme has no link to any existing infrastructure, i.e. rail and the consequent result will be a major impact on traffic into Warrington and also on access to Junction 20 of the M6

*Did WBC consider a new Garden City in the North East of Warrington*, given that the A49 could easily be upgraded to Dual Carriageway to the M6, it could easily be linked to Birchwood M62 and would have direct access to the Liverpool /Manchester Rail line at Birchwood and Glazebrook , the infrastructure required would be significantly less than trying to cross the MSC



Figure 3: Preferred Development Option Areas of Growth

## Infrastructure

### Question 4

*The proposal to utilise the Trans Pennine Trail and the high level bridge is of deep concern, the previous scheme was always to expand the Cantilever Bridge, the land is still available and on the figure below published by WBC seems to indicate it is still the preferred option?*

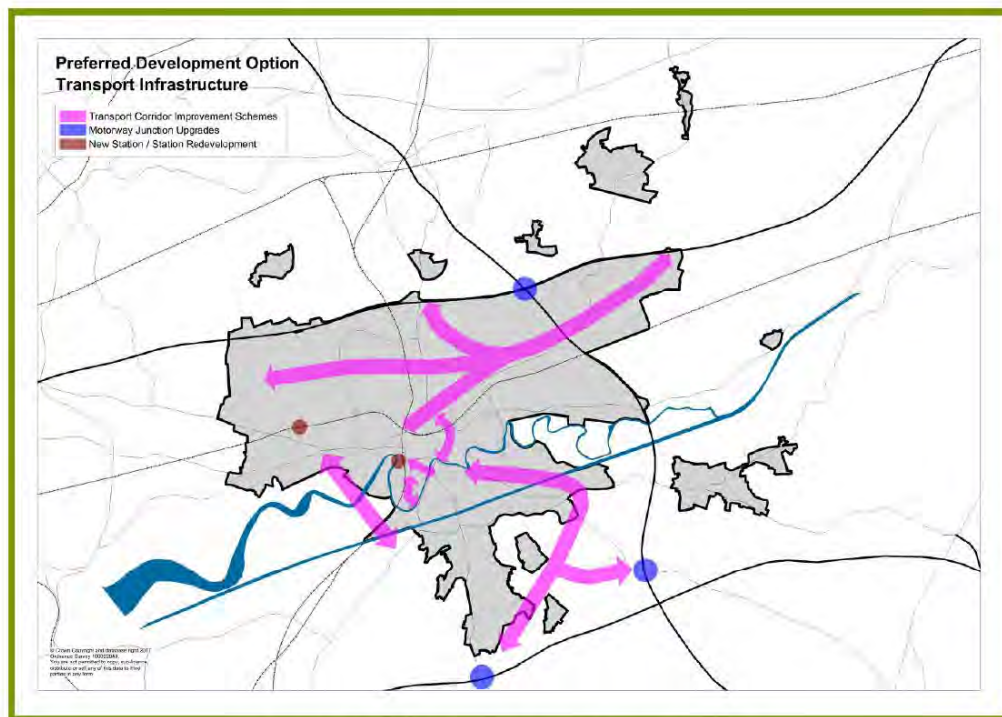
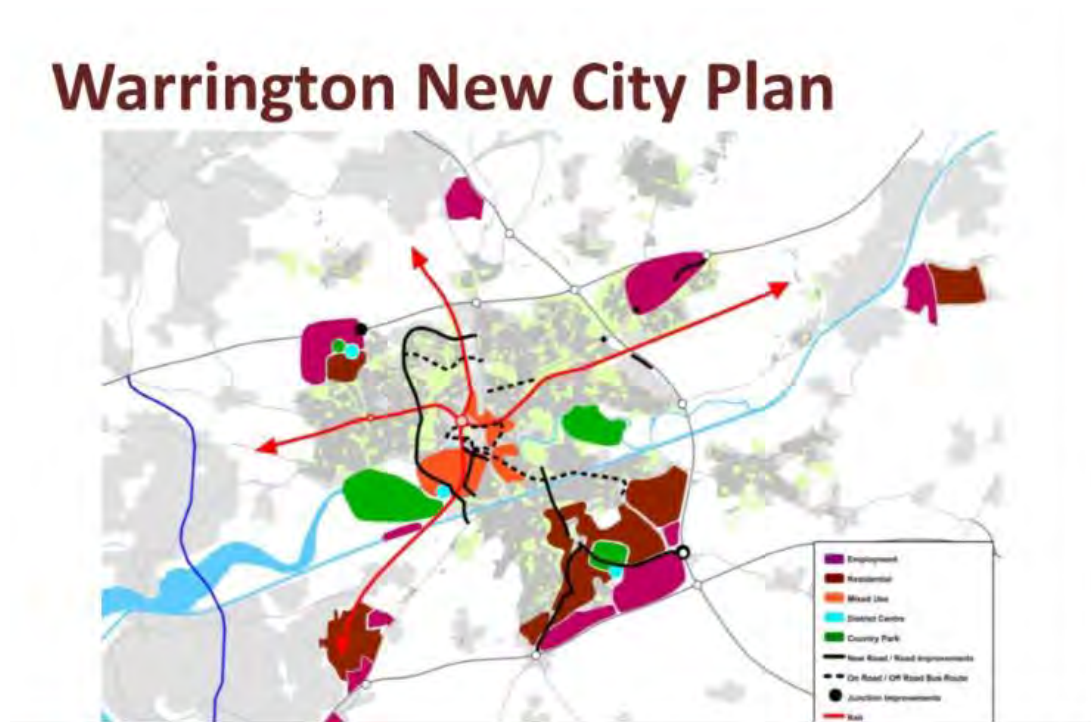


Figure 10: Preferred Development Option - Transport Infrastructure

**Question 5**

**What is the purpose of this road, as draw in Fig 10 it looks like a main arterial road taking all traffic from M56 and M6 into Warrington??, this is not to the benefit of any existing or new residents**

**Question 6**

**The scheme seems to have no imagination with regards to future transportation and relies totally on cars to connect the infrastructure, hence the need for new roads, have WBC considered alternatives**

**Question 7**

**Will a full Environmental optioneering exercise be carried out before any new route would be formally proposed**

**Question 8**

**Can you confirm who has the liability for the maintenance of the high level bridge and potential impacts of removal if it degrades past the point of repair?**

**Question 9**

**With respect to paragraph 5.7, does this imply without the ‘new’ Eastern Crossing the Garden City is not feasible, given that dialogue during presentations implied it was only aspirational?**

Infrastructure Requirements

5.7 In order to deliver this scale of growth there is the need for significant investment in infrastructure. At a City-wide scale this includes the ‘Western Link’, which will connect the A56 or A5060 Chester Road to the A57 or A562 in Great Sankey, opening up the Waterfront Development Area and providing significant congestion relief throughout Warrington. This in turn will facilitate wider development in the Town Centre and the inner urban area. The Council also has longer term aspirations for a new Ship Canal crossing to the east of the Town Centre which may be required to deliver the full extent of the Garden City Suburb. A summary of the key transport infrastructure proposals is shown on Figure 10 below.

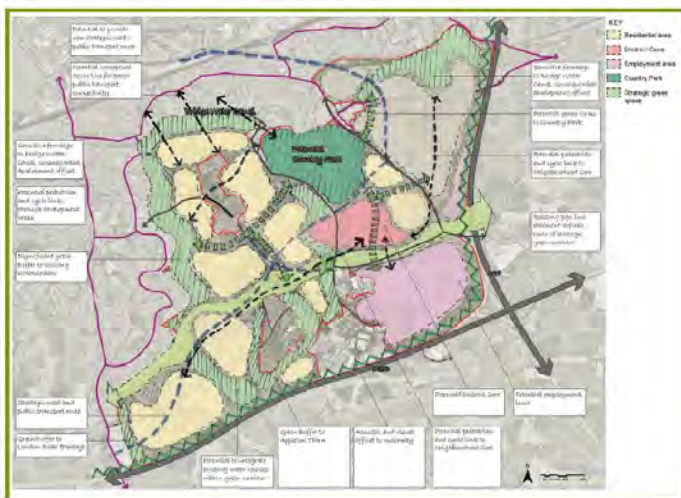


Figure 7: Warrington Garden City Suburb

## Existing Plan from Warrington New Town

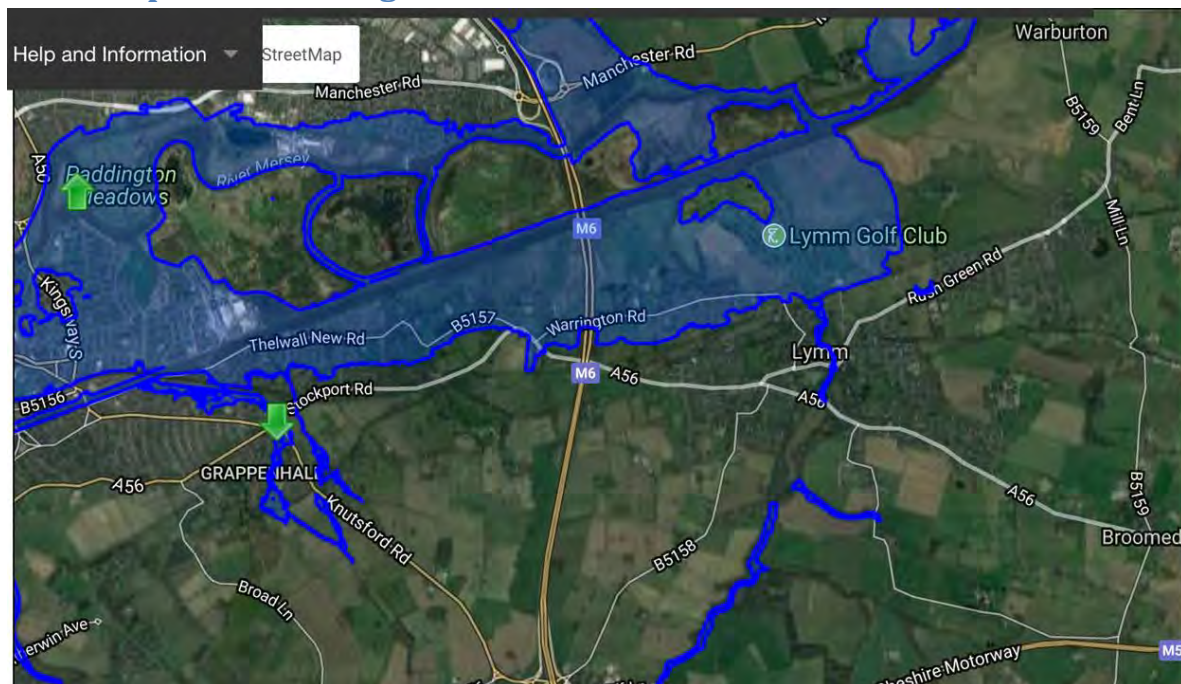
### Question 10

Can you please identify where the existing land allocated in the original Warrington New Town plan sits within Table 11, as I would find it difficult to challenge that part of the development as it has always been known about

	0-5	6-10	11-15	16-20	Total
City Centre	980	1,629	569	348	3,526
Wider Urban Area	1,560	2,271	1,038	0	4,869
Waterfront	728	795	1,790	719	4,032
Garden City Suburb	406	496	48	0	950
Garden City Suburb (Green Belt)	0	2,114	2,096	2,114	6,324
South West Extension (Green Belt)	0	610	610	611	1,831
Outlying Settlements	148	51	40	0	239
Outlying Settlements (Green Belt)	340	850	0	0	1,190
Other	41	10	22	0	73
Small Sites Allowance	435	435	435	435	1,740
<b>Sub Total (Urban)</b>	<b>4,298</b>	<b>5,687</b>	<b>3,942</b>	<b>1,502</b>	<b>15,429</b>
<b>Sub Total (Green Belt)</b>	<b>340</b>	<b>3,574</b>	<b>2,706</b>	<b>2,725</b>	<b>9,345</b>
<b>TOTAL</b>	<b>4,638</b>	<b>9,261</b>	<b>6,648</b>	<b>4,227</b>	<b>24,774</b>

Table 11: Overall Development Trajectory - Housing

## Flood Impact on existing Area



The above diagram is from the EA website; all land east of the A50 Knutsford road drains down into Thelwall and Statham, and into the eastern side of Latchford locks

**Question 11**

***Will any consideration be given to the environmental impact of all the proposed developments within this area, including Lymm to ensuring that no further hazard is created with respect to flooding in Thelwall and Statham,*** given on 26<sup>th</sup> Dec 2016 the whole area under the viaduct south of the Manchester Ship Canal flooded

I look forward to your reply

Regards

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