

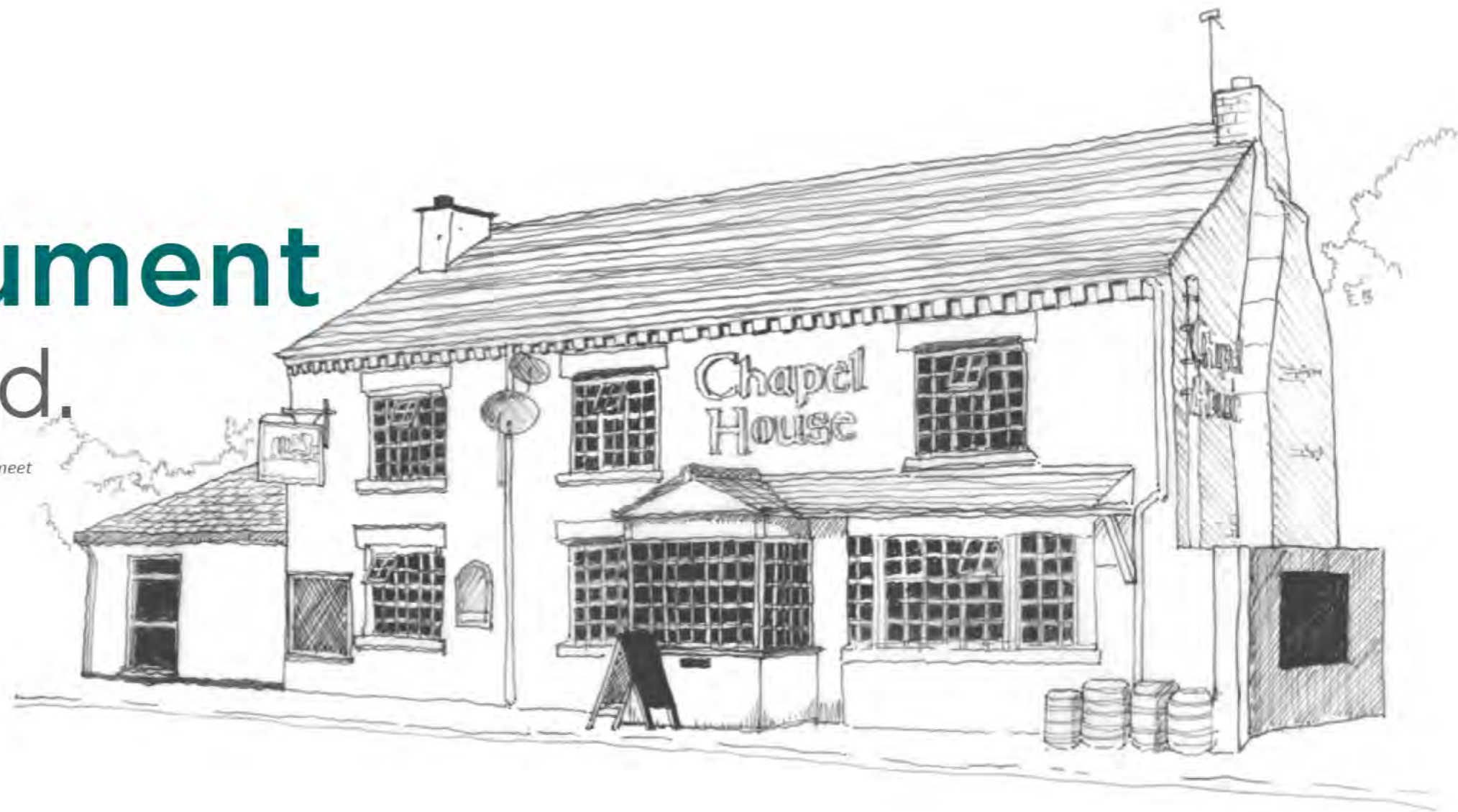
Saunders
Architecture + Urban Design

VISION DOCUMENT, BURTONWOOD

September 2017

Vision Document for Burtonwood.

"Northern Trust's vision for a sustainable, residential development at Burtonwood to meet present and future needs"



This document has been prepared on behalf of:



The design team:



Saunders Partnership

Architect / Masterplanning



DPP

Planning



Curtins

Highways



UES

Ecologist

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Separate Supporting Documents

- *Preliminary Ecological Assessment, April 2017, UES*

Introduction

This Vision Document sets out an approach for Burtonwood to meet its future housing and development needs in the emerging Warrington Local Plan period 2017-37, and beyond.

The Site proposed for development sits adjacent to the existing settlement and will integrate with the existing neighbourhood. It will sit between homes and Burtonwood Community Primary School, and will allow opportunity to improve access to the school. Opportunity exists to provide for additional open space, recreation, retail and community facilities.

Longer-term development potential is identified to support additional needs at Burtonwood either within or beyond this plan period.

Site & Local Area.

Burtonwood

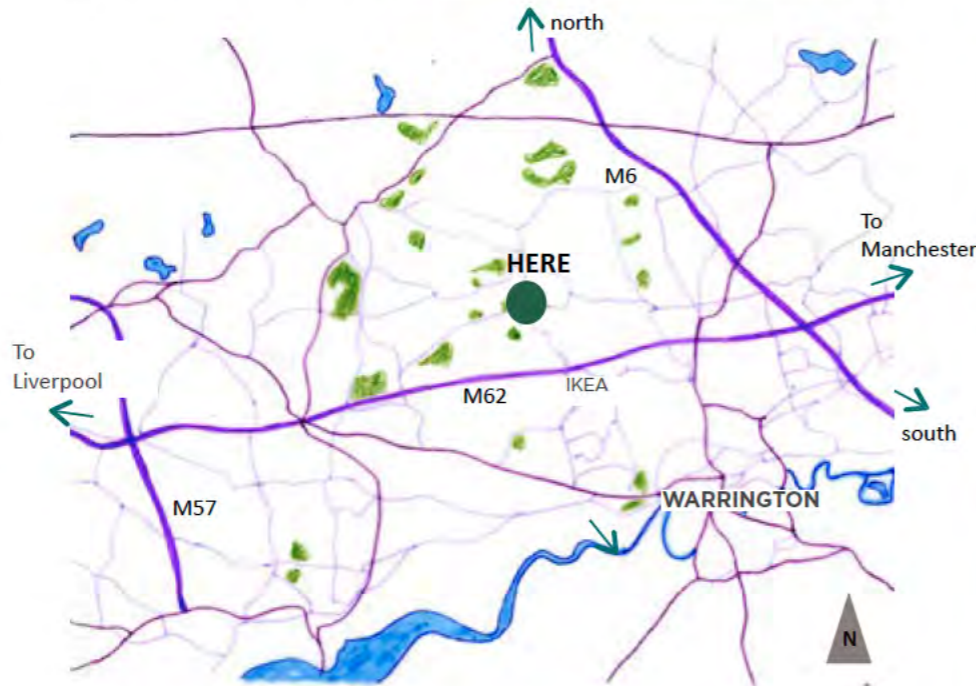
Burtonwood is a settlement to the northwest of Warrington, with an estimated population of 3,219 (January 2017).

Warrington town centre lies approximately 5 miles (8.5 km) to the south, St Helens town centre lies approximately 3.5 miles (6 km) north west of Burtonwood, and Newton-Le-Willows lies approximately 3 miles (5 km) north east.

Clay Lane and Burtonwood Road form the key route that goes through and out of Burtonwood to join the M62, which is 1.8 miles (3 km) to the south.

Burtonwood is serviced by two daytime bus services and one evening service.

The nearest railway stations are St Helens Junction (2.5 miles / 4 km away) and Earlstown (2.8 miles / 4.5 km). Other services are available from Warrington Bank Quay and Central stations.



- 1 Site
- 2 Other land in Northern Trust ownership
- 3 Other land in Northern Trust ownership

Site & Local Area.

- The site

The proposed residential allocation Site is located to the north of the settlement just beyond the existing urban boundary, and measures a total of approximately 11.4 hectares (28.1 acres). The Site is in agricultural use, classified as Grade 3 agricultural land. The Site lies within flood zone 1 which means that there is a very low probability of it flooding.

The Site is formed by two fields, separated by a hedgerow, and is bounded by residential dwellings to the south on Phipps Lane, Winsford Drive and Rushton Close; to the west is Burtonwood Community Primary School as well as homes across Green Lane that form the boundary; and to the north are the rear gardens of homes off Lumber Lane giving way to field boundaries to northeast and round to the east.

The area beyond the homes on Green Lane and Lumber Lane to the west and north is predominantly open countryside, with the settlement of Burtonwood to the south and southeast.



Site & Local Area.

- Local Area

Burtonwood has a small range of retail units within the local centre including a Co-op food store, Post Office and several takeaways, which are focused at Clay Lane, Chapel Lane and Phipps Lane.

The main employment area is at the Burtonwood Industrial Centre off Phipps Lane.

There are two primary schools

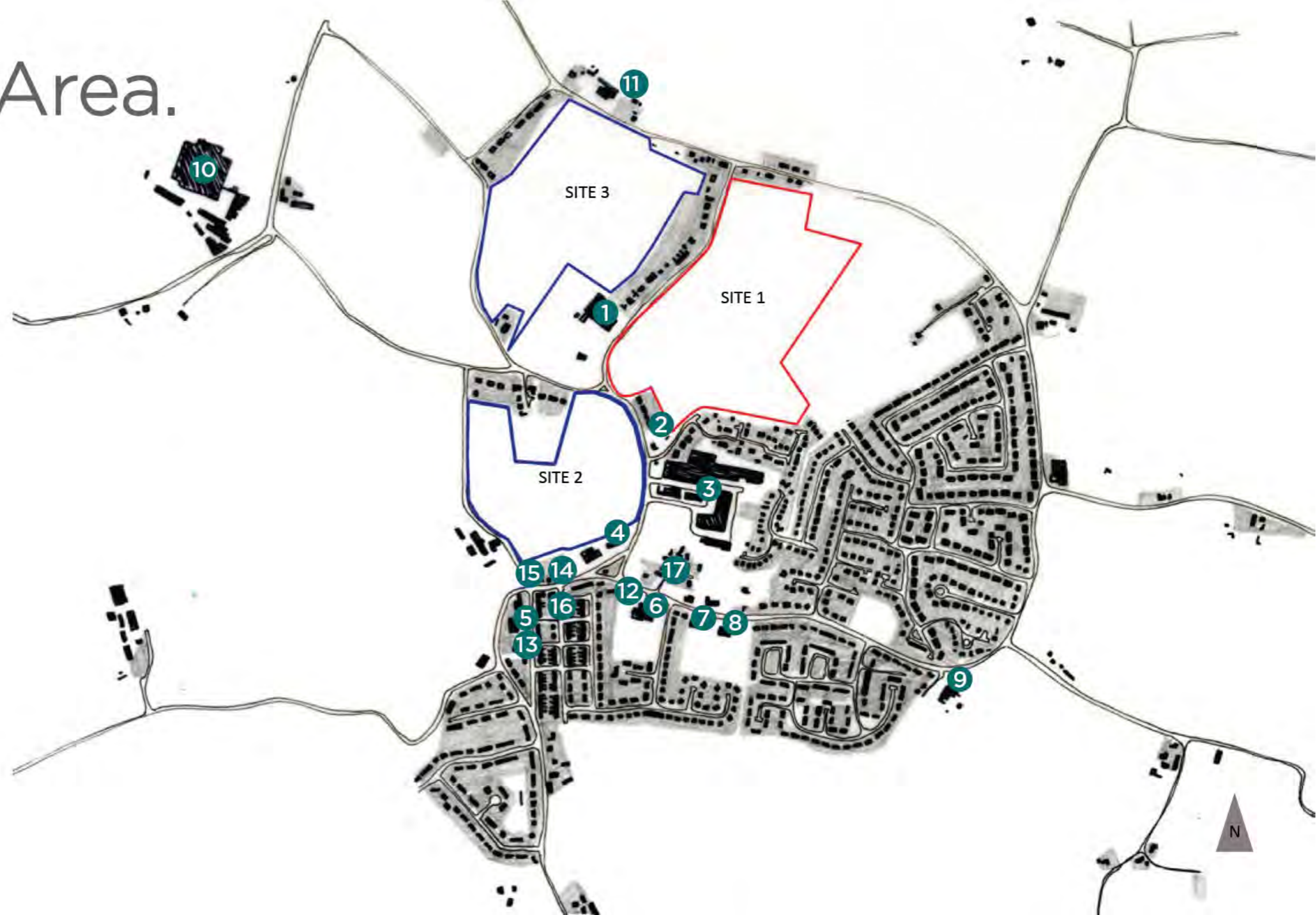
within Burtonwood, Burtonwood Community Primary School and St Paul Of the Cross Catholic Primary School.

The closest secondary school is Great Sankey High School, located approximately 5km to the south in Warrington.

There are also two parish churches, library and community centre.

Key buildings

1. Burtonwood Community Primary School
2. Burtonwood Methodist Church
3. Burtonwood Industrial Estate
4. Burtonwood Catholic club
5. St Paul of The Cross RC Church
6. St. Paul of The Cross Catholic Primary School
7. Burtonwood Library
8. St Michaels Parish Hall
9. Burtonwood Community Centre
10. Thomas Hardy Brewery
11. Higher Farm Livery Centre
12. Burtonwood Sub Post Office; Numark Pharmacy
13. Co-op supermarket
14. Clay Lane Surgery
15. Hairdressers, Sandwich shop, cafe (4 units)
16. Takeaway
17. Burtonwood Village Surgery



Site & Local Area.

- Character of Burtonwood



INDUSTRIAL ESTATES

The village's industry was known for its brewery during the 1900's but later moved out of Burtonwood after becoming a public company.



THE CHAPEL HOUSE

Reputed to be the oldest building in Burtonwood, and being located in a prominent position on the Chapel Lane / Clay Lane / Phipps Lane junction, is the Chapel House public house.



SOUTH WEST RESIDENTIAL BLOCKS

2 storey Victorian and Edwardian terraced cottages.



CHAPEL LANE

This is the main road which goes through the centre of the town from east to west. It has a variety of dwelling types ranging from post war terraced social housing, to larger detached family homes.



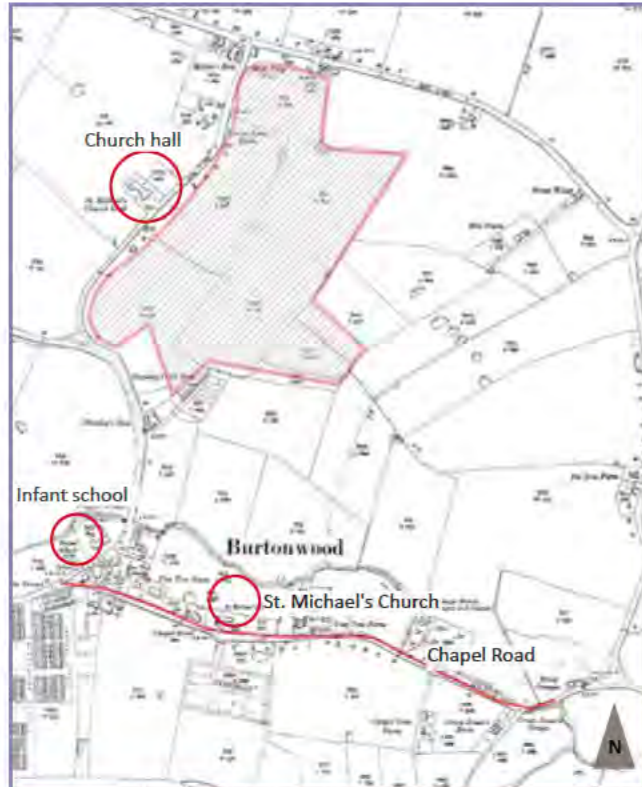
Character of Burtonwood

The settlement is situated on a minor hillcrest within an immediate landscape character of a mix of arable fields, horse grazing paddocks and suburban influences of privet hedges and poplar used as roadside hedgerow and trees. This gives way to more open fields, with evidence of enlarged fields with fragmented hedgerows. There are noticeable pylons and telegraph poles in the landscape, with more open views east of the village towards the Pennines. Topography is more varied to the west and south of the settlement, and around Phipp's Brook.

The urban character is predominantly older Victorian and Edwardian to the south and southwest clustered on Clay Lane, giving way to later suburban and estate development to the south and east from the inter and post war periods. Immediately adjacent to the Site, the development at Rushton Close for two and three storey homes is the most recent residential area and style.

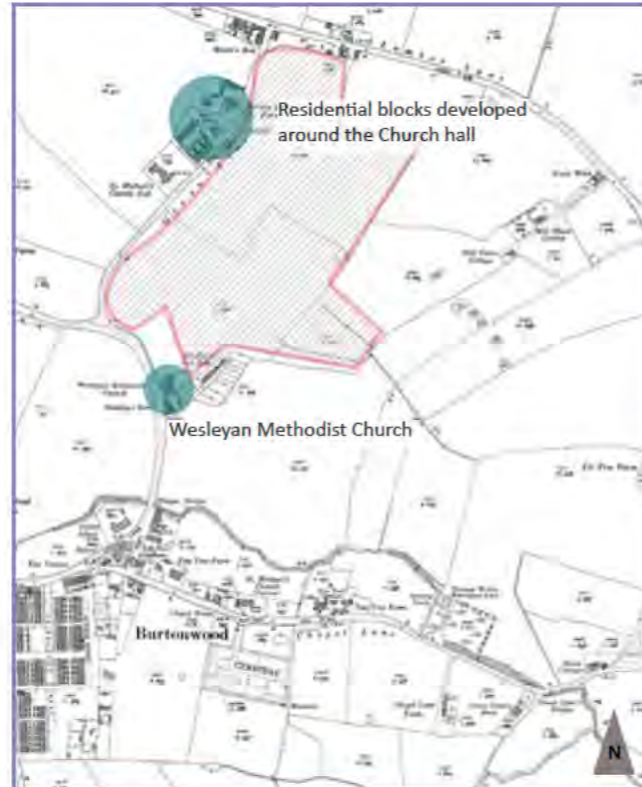
Site & Local Area.

-Development History



Historic map - 1900

The development of Burtonwood originated around Chapel road with the Church being the central point. There is a school with residential buildings surrounding it.



Historic map - 1920

A nucleus of homes is evidenced at Green Lane adjacent to the Church Hall to the west of the site.



Historic map - 1940s / 50s

RAF Burtonwood opened in 1940 south of the settlement, later commissioned by the US Airforce in 1942 and remained operational until 1959. Though the base provided on-site facilities, the increased population led to a significant change to Burtonwood and the community. Estate development to southwest and industrial estate on Phipps Lane evident.



Historic map - 1960

As the population of the town grew, more residential units were developed towards the southeast and east sides of Burtonwood. A significant number of bungalows are constructed in the eastern estate.

Site & Local Area.

-Development History



St. MICHAEL'S CHURCH
This was one of the earliest buildings existing in the original settlement.



1910 RESIDENTIAL HOUSING
These dwellings were established around the infant school that is now a Catholic club, to accommodate families employed in local industry.



INDUSTRIAL AREA
Between the 1940s and 1950s there was a sharp increase in the town's industry and an industrial area was established.



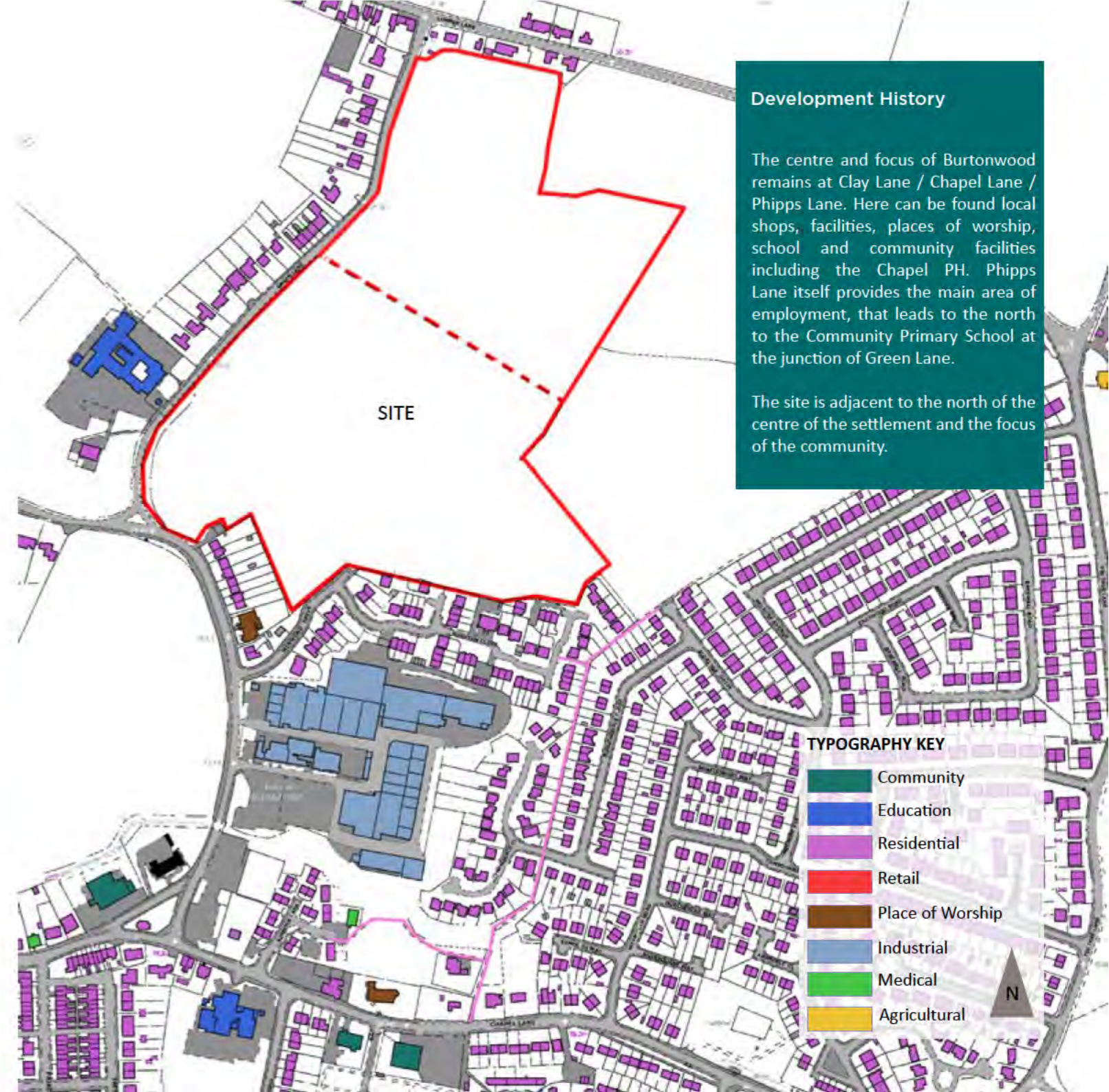
POST WAR HOUSING
These larger semi-detached homes are located on larger plots than the earlier dwellings. They have evolved over time, with most indicating elements that have had modern upgrades.



SOCIAL HOUSING
A significant amount of post-war social housing was built in small estates to the southwest and south of Chapel Street.



MODERN ACCOMMODATION
There are fewer examples of modern residences in the town, such as the detached example at Sunningdale Close, and nearby Rushton Close.



Development History

The centre and focus of Burtonwood remains at Clay Lane / Chapel Lane / Phipps Lane. Here can be found local shops, facilities, places of worship, school and community facilities including the Chapel PH. Phipps Lane itself provides the main area of employment, that leads to the north to the Community Primary School at the junction of Green Lane.

The site is adjacent to the north of the centre of the settlement and the focus of the community.

TYPOGRAPHY KEY

Community	Education
Residential	Retail
Place of Worship	Industrial
Medical	Agricultural

Planning Policy.

NATIONAL PLANNING POLICY FRAMEWORK



National Planning Policy Framework



The National Planning Policy Framework (NPPF), paragraph 84, advises local authorities should draw-up or revise Green Belt boundaries taking into account the need to promote sustainable patterns of development.

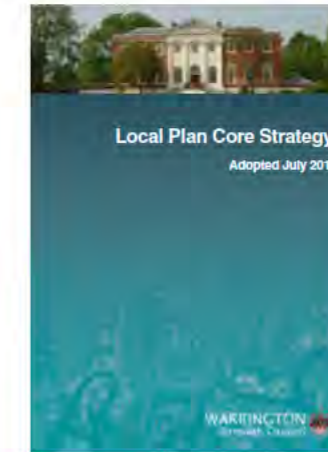
Paragraph 85 advises that in defining boundaries that plans should also consider longer-term needs and identify safeguarded land, and boundaries should be clearly defined using physical

features readily recognisable and permanent.

Paragraph 47 requires authorities to boost significantly the supply of housing. Paragraph 52 recognises that supply of new homes can sometimes be best achieved through larger scale developments, including extensions to existing villages. Though expressed in the manner of establishing Green Belts where appropriate, the converse is also true that revisions to Green Belt boundaries should be considered if it supports sustainable development and delivery of housing.

Land at Green Lane, Burtonwood is such a site that should be released from Green Belt to enable a sustainable extension of the village to meet identified housing needs in the emerging Local Plan.

ADOPTED WARRINGTON LOCAL PLAN CORE STRATEGY



The Warrington Local Plan Core Strategy was adopted by the Council on 21st July 2014, replacing the previously adopted Unitary Development Plan. It sets out the planning framework for guiding the location and level of development in the borough up to 2027.

Following the successful legal challenge on 19 February 2015, Satnam Millennium Limited v Warrington Borough Council [2015] EWHC 370

(Admin), the housing requirement and main allocation policies of the Core Strategy were quashed. The Local Plan Review will provide up to date housing requirement policies, associated employment land needs and set spatial strategy for delivery.

The Local Plan Review preparation has not indicated if all adopted Core Strategy policies will be reviewed and replaced. Irrespective of decisions to retain or replace, it is expected policies on design, layout, massing, access, amenity and open space provision will not diverge significantly from adopted Core Strategy policies. Accordingly, those policies are referred to provide a planning policy context for development of the Site.

CS Policies on Green Belt, housing and countryside matters (CS3 / SN1 / CC2) are set aside as the proposals here presuppose a strategic decision to release the Site from the Green Belt and countryside has been taken as part of the Preferred Option.

Key policies are:

- Policy CS 1 - Overall Spatial Strategy - Delivering Sustainable Development – Sets an objective to secure development that improves the economic, social and environmental conditions of the area;
- Policy SN 2 - Securing Mixed and Inclusive Neighbourhoods – Seeks all developments to provide a mixture of housing types and tenures, to support inclusive neighbourhoods;
- Policy QE 5 - Biodiversity and Geodiversity - Proposals for development need to be supported by relevant habitat surveys and provide mitigation as identified, avoiding priority habitats;
- Policy QE 6 - Environment and Amenity Protection – Seeks to provide adequate amenity to new and existing residents, avoiding an adverse impact on the environment;
- Policy QE 7 - Ensuring a High Quality Place - proposals shall be positively designed to;
 - be sustainable, durable, adaptable and energy efficient;
 - create inclusive, accessible and safe environments;
 - function well in relation to
- existing patterns of movement and activity;
- reinforce local distinctiveness and enhance the character, appearance and function of the street scene, local area and wider townscape;
- harmonise with the scale, proportions and materials of adjacent and / or existing buildings;
- maintain and respect the landscape character and, where appropriate, distinctiveness of the surrounding countryside;
- use the density and mix of development to optimise the potential of the site without damaging the character of the area; and
- be visually attractive as a result of good architecture and the inclusion of appropriate public space.
- Policy MP 3 - Active Travel - New development should integrate safe walking and cycling routes, and
- Policy MP 7 - Transport Assessments and Travel Plans – Major development applications must be accompanied by a Transport Assessment and Travel Plan.

WARRINGTON LOCAL PLAN (EMERGING)



The Preferred Development Option consultation document recognises that releasing Green Belt land will be necessary if Warrington is to meet the development aim of providing 8,791 homes and 251 hectares of employment land. The Council is confident that exceptional circumstances can be demonstrated to justify this scale of Green Belt release.

Under its preferred Option 2, outlying settlements will see incremental growth, which for Burtonwood is 150 homes. Because Burtonwood is tightly bounded by Green Belt it is inevitable that delivery of the 150 homes will require release of land from the Green Belt.

As required by NPPF the Council will also need to have regard to allocating Safeguarded Land and setting a new Green Belt boundary that can endure a

subsequent plan review; i.e. a degree of permanence and certainty.

The Preferred Option document also notes that in order to deliver this level of development it will be necessary to provide additional capacity at Burtonwood Community Primary School, in addition to other developer contributions for affordable housing, open space provision and its management, support to healthcare capacity and public transport contribution. A development may also be required to provide CIL payment based on the Council's preferred timing to bring into force CIL at time of the emerging Plan's adoption.

Separate representations are made on the potential viability of 150 homes to deliver the breadth of developer contributions, CIL payment and usual infrastructure and ancillary development costs.

Further representations are made on whether the Council's allocation of 150 homes is sufficient and appropriate to Burtonwood in context of both of its deliverability and wider calculation of deliverable urban capacity to underpin the maths is sound and justified.

The subsequent Site Analysis and Development Opportunity in this Vision Document is framed to consider the Council's preferred position of 150 homes, an option of what is considered a deliverable development opportunity, and a long-term vision.

SUPPLEMENTARY PLANNING DOCUMENTS (SPDs)

Any development of the Site will be required to give recognition to advice in relevant SPDs, including Environmental Protection SPD (2013), Design and Construction SPD (2016) and Planning Obligations (2017). These documents are subject to periodic review, but the principles and policies they support, are considered general and are likely to remain constant to a future time to develop the Site.

Environmental Protection SPD 2013
The SPD provides guidance on matters of contaminated land, air quality, light pollution, and noise and vibration, and identifies the associated impacts that could affect public health and wellbeing

Design and Construction SPD 2010 (Amended 2016)
The SPD seeks high-quality development; environments that promote health and wellbeing; and, promote schemes which are sensitive to the locality.

Planning Obligations SPD 2017
The SPD comprehensively sets out use of planning obligations, which will require revision upon implementation of CIL. Requests for affordable housing and site specific mitigation in areas such as biodiversity, education or green infrastructure will still complement CIL.

Site Context.

-Introduction

Burtonwood is tightly bounded by Green Belt. This has led over successive plan reviews to a lack of opportunity to construct new homes at Burtonwood to meet local housing needs. This Plan review is different in that the Council now recognises the need to provide homes to the outer lying settlements, including Burtonwood. This raises two questions: (1) How much housing should be provided in the Plan? and (2) Where should the housing go?

The answer to question (1) is currently 150 homes on the Council's Preferred Option. Set out in separate representations and taken forward in this Vision Document, we consider this figure too low to meet needs and to deliver the supporting infrastructure and development benefits sought in the Preferred Option.

To answer question (2) this Vision Document sets out that the Site is the best, most sustainable option for growth at Burtonwood whether it is for 150 homes, or a greater amount that we support being adopted through the Plan process.



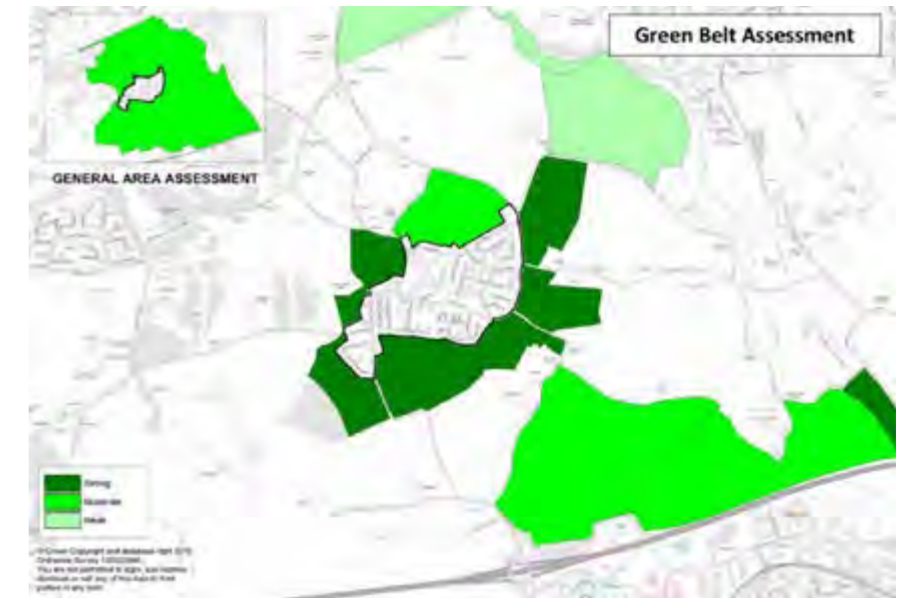
Extract: Adopted Local Plan Strategy Proposals Map 2014

GREEN BELT CONTEXT

The 2016 Green Belt Assessment, prepared by Arup, assessed nine parcels of land around Burtonwood, and collectively assessed the parcels of having a 'moderate' contribution to supporting the five purposes of green belt. When assessed as individual parcels, eight of the nine assessed were scored as 'strong', with only one, Parcel BW3, being scored as 'moderate'. The Site forms approximately half Parcel BW3.

In summary, Arup's assessment of 'moderate' importance for Parcel BW3 is formed on the basis the parcel provides a strong contribution to safeguarding the countryside from encroachment, and a moderate contribution to assisting in urban regeneration. However, the parcel is weak in contributing to the prevention of neighbouring towns from merging, and the parcel has no contribution to checking the unrestricted sprawl of large built-up areas or preserving the setting and special character of historic towns.

As the only 'moderate' parcel surrounding Burtonwood the evidence base clearly identifies Parcel BW3, and with it the Site, as appropriate for consideration for development and release from Green Belt to meet identified housing needs.



Green Belt Assessment 2016; source: Settlement Profiles Outlying Settlements (July 2017)

CONNECTIVITY - VISUAL ASSESSMENT

The Site comprises two cultivated fields that are generally level. The Green Lane boundary is open for a considerable length as a result of cultivation, with defined field boundary hedgerows at Phipps Lane, to the east, and rear of Lumber Lane homes to the north.

Public views of the Site are available from the highway at Green Lane, Phipps Lane, Winsford Drive and the public footpath at the rear of properties on Rushton Close. All views of the Site contain to greater or lesser degree built development in the foreground, such as Phipps Lane or Winsford Drive, looking into the site; or, in the background, such as views from Green Lane with Burtonwood terminating views beyond the field or reversed with Green Lane homes prominent in views across the site, for example at Aldridge Drive and the footpath running along the southern boundary.

Though part of a wider area of designated open countryside, there is no special landscape character ascribed or protected in policy, and the site is not considered truly open because of the surrounding built development.



1



2



3



4



5



6



7



ACCESSIBILITY

The Site is situated to the northern edge of the existing defined settlement, but is also situated between the settlement and Burtonwood Community Primary School and homes on Green Lane.

Accessibility is excellent to a range of local services, including the adjacent Primary School, industrial estate, local shops, post office, doctor's surgery, places of worship, a second primary school, parks and recreation facilities.

All of these facilities are within 400 metres of the Site boundary, and within 750 metres from the centre of the Site promoted for development. In other terms those facilities and local services are located within a 5 to 10 minute walk of the Site, indeed in a few instances the walk time is less than 5 minutes, such as Burtonwood County Primary School. Image 1 opposite shows the walking catchment around the site up to a distance of 800m (note: this is based upon the site's existing connections to the surrounding road network).

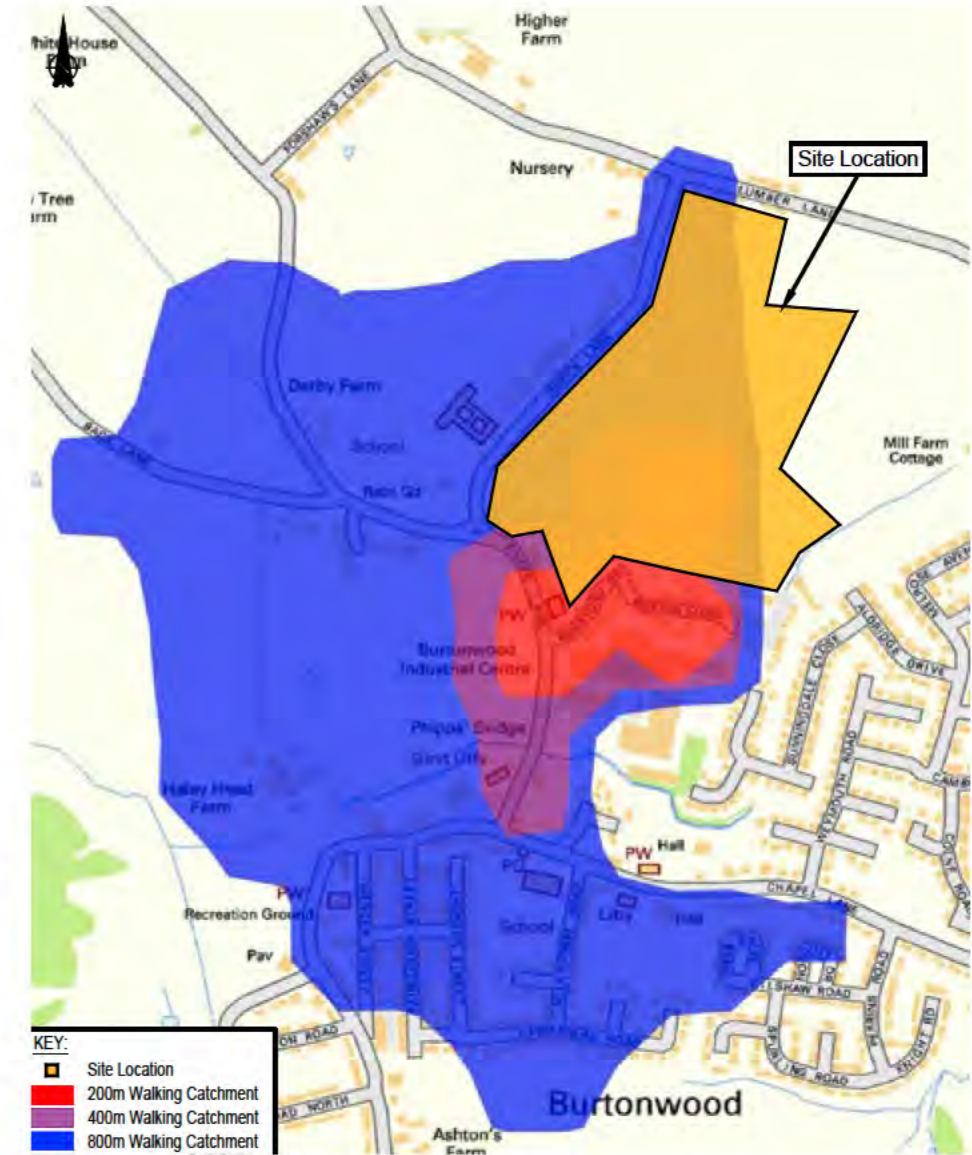


Image provided by Curtins

Access to local services in Burtonwood is primarily achievable on foot or by cycle. Whereas longer distance links, other than recreational activity, would likely favour the use other modes of travel. An 8km cycling catchment from the site is considered a feasible distance for commuting or more serious forms of leisure cycling. Image 2 below shows that within this catchment falls Warrington, St Helens, Newton-Le-Willows as well as other urban areas which surround Burtonwood:

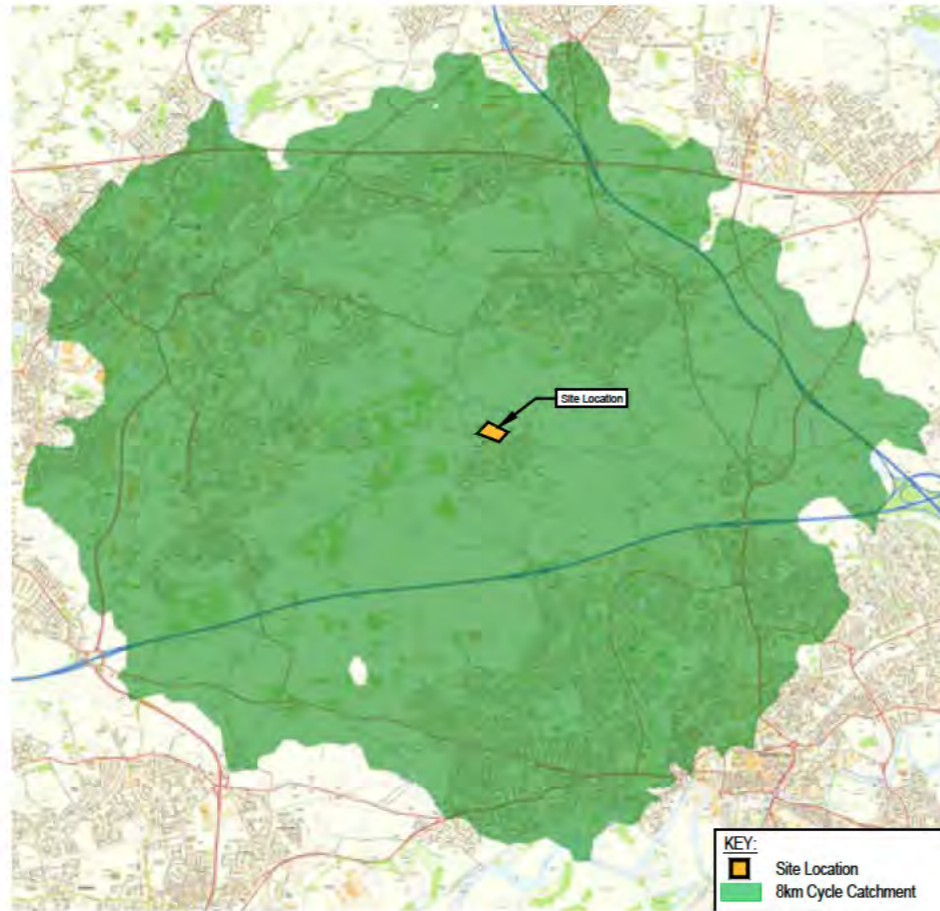
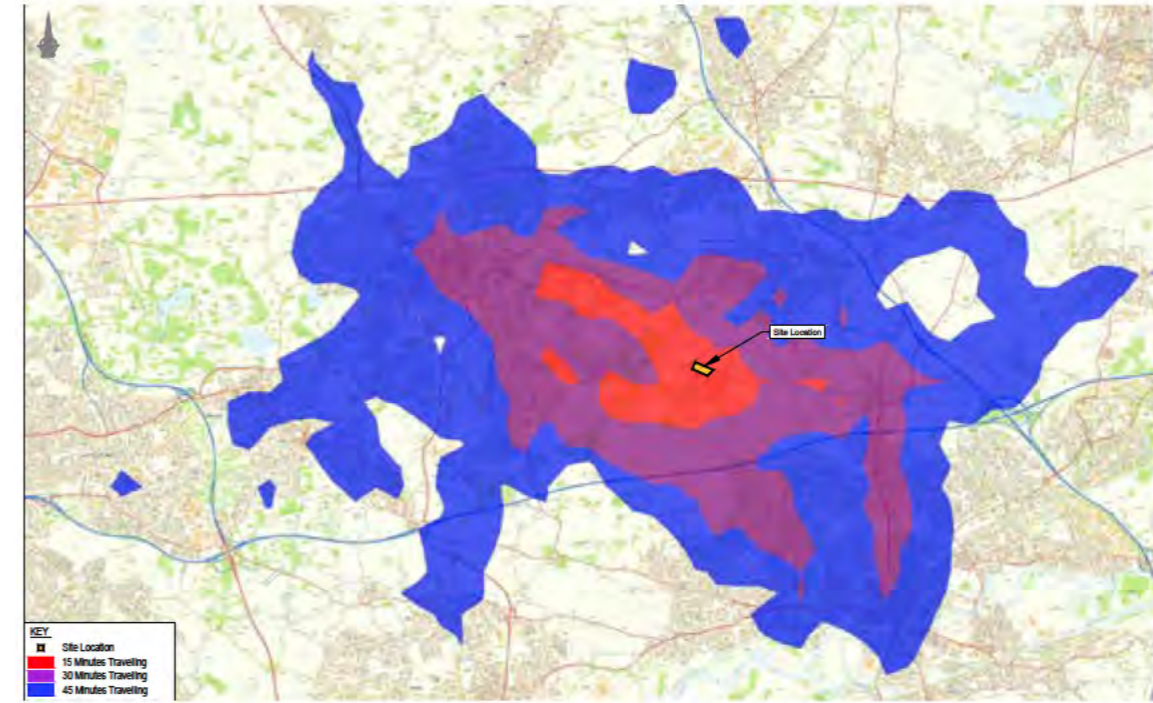


Image provided by Curtins



Wider accessibility places the Site, and Burtonwood, at an approximate 6-minute drive from the strategic road network at the M62 Junction 8, with connections to Liverpool and Manchester. The expanding Omega employment area sits adjacent to this junction and is within easy reach of residents within Burtonwood. Warrington centre is reached in 15 minutes via car, and daytime bus services (141 and 329), linking Burtonwood to St Helens, and Warrington to St Helens via Burtonwood and Winwick. There is one evening bus service (24E) linking Warrington to Earlestown via Winwick and Burtonwood. School bus services connect pupils that reside in




Burtonwood with the nearest secondary school at Barrowhall Lane, Great Sankey. Local and national rail services are accessible at St Helens Junction (closest), Earlestown and Warrington stations. Each of those stations are linked via bus services to Burtonwood. The image above shows the accessibility of the site using either rail or bus options as described above.

Site Context.


-Connectivity and linkages



Vehicular Links



-  Primary Road
-  Secondary Road
-  Tertiary Road



-  Pedestrian route



Cycle & Bus Links

-  Bus route
-  Bus stop

Site Context.

-Heritage Context

The Site does not lie within a conservation area. Whilst there are some protected trees and historic buildings in the surrounding area, there are no heritage assets of note that proscribe development on the Site.

For clarity, there is a small cluster of protected trees on the Brambles to the east of the site, a line of trees along Phipps Lane to the west, and a small cluster on Green Lane north-west of the site. The closest locally listed building is Burtonwood Methodist Church on Phipps Lane.

There are three Grade II Listed buildings within a kilometre of the site: Bradlegh Old Hall and the Gatehouse to Bradlegh Old Hall which are located north-east of the site, and the Church of St Michael and All Angels located south of the site in Burtonwood.

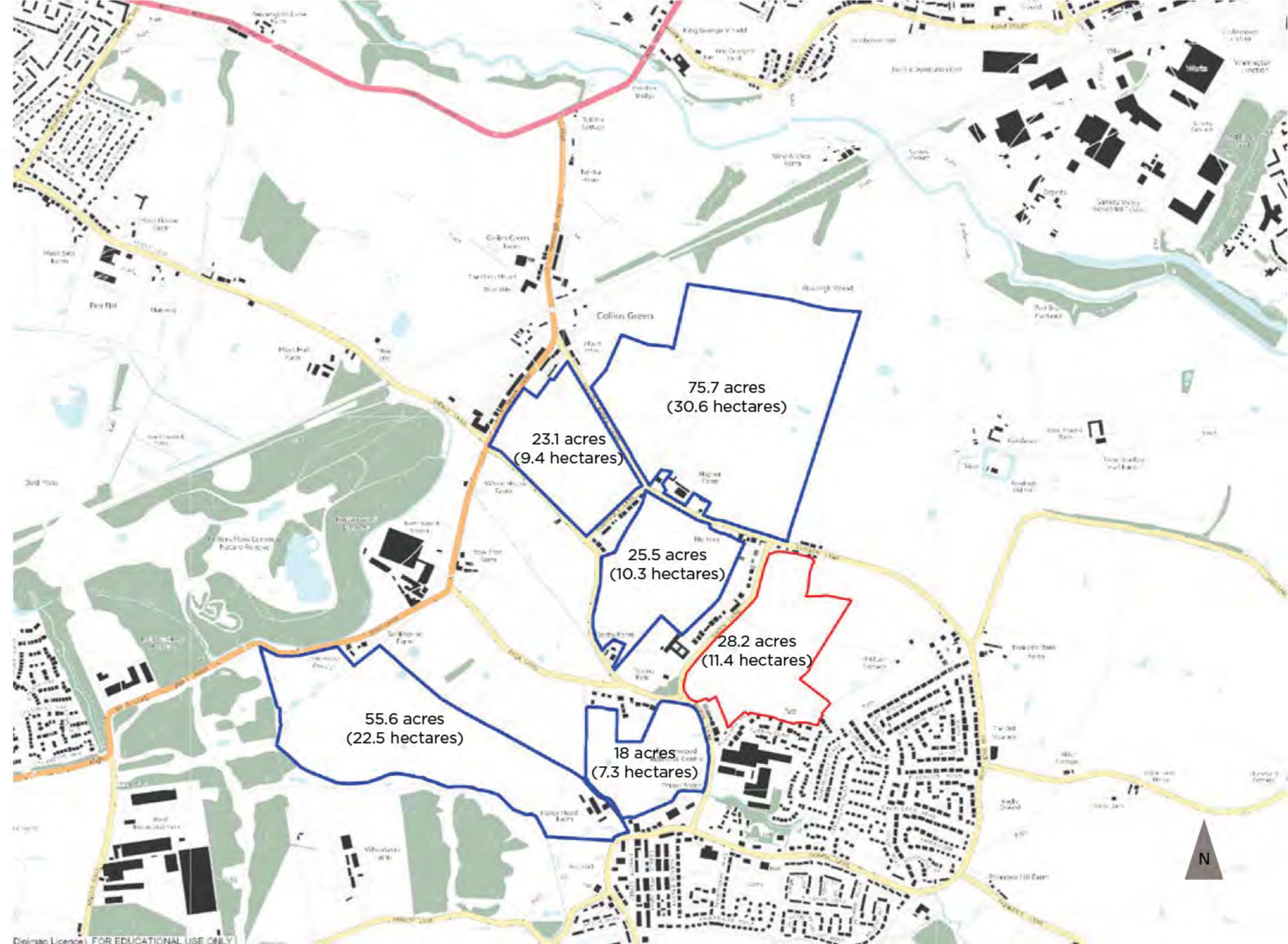


Site Context.

-Ownership & Deliverability

The Site is in the ownership and control of the developer, Northern Trust. As shown in the adjacent plan it is also the owner of several other fields in the vicinity of the Site and Burtonwood.

It places Northern Trust in a unique position in formulating a masterplan and delivery of development to provide compensatory site(s) for ecology mitigation measures, open space or space for highway improvements that may arise.



Site Context.

- Ecological constraints



1 Rabbit burrow on the periphery.



2 Tall ruderos vegetation.



3 Ephemeral scrape.



4 Large ephemeral scrape.



5 Log and brash pile.



6 Ditch on western site boundary.



7 Thin strip of semi improved grass-



8 Dry ditch

ECOLOGICAL CONTEXT

Burtonwood Nature Park lies south of Burtonwood, and is the closest area to the Site recognised for its nature and geological value. A Preliminary Ecological Appraisal, prepared by UES, of two fields within the Site has not identified any significant ecological value, though recommends further survey as part of preparing any future redevelopment.

A copy of the PEA is appended to the Vision Document.

Legend

- Dense scrub
- Scattered trees (mixed)
- Semi-improved grassland
- Tall ruderal
- Swamp
- Standing water
- Intact hedge
- Fence
- Wall
- Dry ditch
- Mammal paths
- Site boundary



Site Analysis.

This Site analysis focuses on land in control of Northern Trust identified on the plan opposite that forms part of Parcel BW3.

As part of the longer-term development opportunity consideration is given to the full Parcel BW3 and its role for Safeguarded Land.

PROXIMITY TO BURTONWOOD AREA

The Site is situated immediately adjacent to the urban area and settlement boundary at Phipps Lane, Winsford Drive and Rushton Close.

Burtonwood County Primary School and homes on Green Lane are situated to the west, and rear of homes on Lumber Lane to north. These homes and the school are outside defined settlement limits but practically and visually form part of Burtonwood, and provide definition to the Site boundaries to west and north, leaving only the east boundary to further open fields within Parcel BW3.

NATURAL CONSTRAINTS

As agricultural land, there are few natural constraints to development as greenfield land. The Site is generally level, bounded by hedgerows that are partly open onto Green Lane, with limited boundary trees, primarily to northwest, and internal field boundaries. There is a drainage ditch to west and a pond on the eastern boundary.

The Site is not statutorily protected as a habitat nationally or locally. A Preliminary Ecological Assessment, prepared by UES and submitted as supporting evidence, concludes further studies will be required to guide and inform development, but does not indicate development cannot be successfully undertaken with requisite mitigation.

AGRICULTURAL USE

The Site, as is most surrounding land, is identified as Grade 3 agricultural land (not defined 3a or 3b) in the Settlement Profile produced by the Council. Areas

of Grade 2 land lie to west and south of Burtonwood.

ACCESSIBILITY

Vehicular and pedestrian access is available via Green Lane and Winsford Drive. A public footpath exists along part of the southern boundary from Winsford Drive to 53 Rushton Close. The footpath then continues eastward toward Lumber Lane to the northeast. The plans need to insert the redline of the site and label key roads for legibility



Site Analysis.

-Traffic analysis

Background

Burtonwood is tightly bounded by Green Belt. The Council now recognises the need to provide homes to the outlying settlements, including Burtonwood.

Development on site

The Site comprises two fields, 11.5 hectares, with an estimated net developable area of 8.6 hectares.

The proposal is for 150 homes with scope for reasons set out elsewhere to increase this to a range of 250-300 homes, the 300 upper range used for traffic analysis purposes.

150 homes represents a relatively low density of 17.5 houses per hectare, though the whole site may not necessarily be developed for residential use; 300 homes represents a more efficient density of 35 houses per hectare of the net developable area of 8.6 hectares.

Trip Generation

Taking TRICS trip generation rates the traffic generated is tabulated opposite.



TRICS- Private	Average TRICS					
	AM Peak			PM Peak		
	Arrive	Depart	Total	Arrive	Depart	Total
Trip Rate	0.141	0.397	0.538	0.382	0.22	0.604
150 houses	21	60	81	57	33	90
300 houses	42	120	162	114	66	42

Trip Assignment

As Burtonwood is predominantly a residential area it was considered to assign the above traffic in the same ratio as the existing traffic. However it is known that there is a considerable degree of through traffic using Burtonwood to avoid other routes which are congested. Therefore the trip assignment is based on census data for journeys to/from work for the Burtonwood area.

Highway Impact

Surveys were undertaken at the two junctions which are considered that the highway authority would require to be tested.

The junction of Alder Lane giving way to Fir Tree Lane experiences some queuing at peak periods, however the junction will continue to operate within acceptable capacity levels even if the upper limit of 300 houses were to be delivered at the site.

The junction of Farmers Lane giving way to Fir Tree Lane experiences some queuing at peak periods, however the junction will continue to operate within

acceptable capacity levels even if the upper limit of 300 houses were to be delivered at the site.







It is worth noting that the planned implementation of the M62 smart motorway system by Highways England (operating from J10 at Croft to the M60 motorway interchange at Irlam) is designed to improve journey times along this section of the M62 Motorway, which in turn is expected to reduce the level of background traffic within Burtonwood. This is because a significant proportion of the through traffic which currently uses Burtonwood to avoid congestion on the motorway would be likely to transfer back to benefit from the improved traffic conditions on the strategic highway network.

Site Analysis.

- Constraints



Legend

-  Existing dwellings to be considered
-  Primary School
-  Greenery and tree coverage
-  Frontage
-  Drainage channel
-  Pedestrian route

Site Analysis.

- Opportunities



Legend

- Frontage
- Back facing housing
- Greenery and tree coverage
- Potential access points into site

Development Opportunity.

-Masterplan concept

Local Plan Consultation

The Preferred Development Options consultation identifies a potential capacity for 150 new homes to Burtonwood. As stated previously, this capacity must be delivered from land outside the settlement boundary and within the Green Belt.

The Green Belt Assessment (Arup, 2016 & 2017) identifies the Site, as part of a larger parcel of land with two fields to the east, its reference BW3, as of 'moderate' importance to the integrity of the Green Belt. This is compared to 'strong' assessment of all other assessed parcels around Burtonwood. On a wider scale the collective importance of Green Belt land around Burtonwood is considered to be 'moderate'.

As the only parcel identified as 'moderate', the Site, as part of Parcel BW3, is considered the preferred location for development to meet identified needs. For reasons to be developed further here, it is considered the Site is also the preferred location within the Parcel to deliver the 150 new homes.



Site Opportunity & Masterplan Concept

The Site comprises two fields totalling 11.5 hectares, with an estimated net developable area of 8.6 hectares.

The Preferred Development Option proposes 150 homes, which would suggest a requirement for 5 ha of land at 30 dph density, though potential for on-site open space, use of densities commensurate with the local area and other landscape and access measures, may indicate a higher land take and a lower average density at 25 dpa more appropriate.

The Site therefore can deliver the identified need for 150 homes in the Preferred Development Option. It can do so broadly within the Field 1 area in closest proximity to the existing settlement, school and homes to the northwest. But other benefits identified here indicate a larger area, incorporating Field 2, ought to be developed to deliver required benefits in Core Strategy Policies SN2, QE5, QE6 and QE7.

DESIGN, LAYOUT & TOWNSCAPE

The Illustrative Masterplan sets out a concept for development of the Site. It demonstrates an ability to take access from two locations off Green Lane (1) and Winsford Drive (2). It illustrates an opportunity to accommodate a pick-up / drop-off area (3) to serve Birchwood Community Primary School and potential for small commercial / retail / community use alongside to dual purpose a parking area (4). It provides for incorporation of existing tree and hedgerow features, habitats and new areas alongside recreational open space and play areas.

The masterplan also illustrates the ability to make future connectivity with land to east (6) as a future phase of development and to incorporate the public right of way to improve safe walking and cycling routes to Birchwood Community Primary School from homes in the east of the settlement.

- 1 Access
- 2 Access
- 3 Pick up / drop off
- 4 Retail / commercial
- 5 Play areas
- 6 Future connectivity





Burtonwood Community Primary School connection

Opportunity exists to improve pick-up / drop-off arrangements for Burtonwood Community Primary School off Green Lane. And, opportunity, if demand and viability exists, for small commercial / retail / community use development in proximity to Phipps Lane / Green Lane.

As the Site is visually contained by existing hedgerows at Green Lane and Phipps Lane corner, there is a design choice on opening this corner to integrate the Site into the settlement and improve inter-visibility at an important junction adjacent to the school. Conversely Field 2 has largely open boundaries to Green Lane due to cultivation. This can be partially enclosed by some new hedgerow and planting to maintain the urban-rural fringe character as it approaches Lumber Lane.

Design and layout are matters for a detailed planning process, but in principle the level site will contain views, which are presently seen against a backdrop of the field boundaries and

homes at Burtonwood. Of course, any development of the Site will change this view from open field to a built, landscaped environment. And this is true of any site under review at Burtonwood that is presently greenfield. But of all the options, the Site offers the least impact on the Green Belt and to the wider countryside because of its containment and visual constraints. And it offers the ability to develop a high quality, medium-to-low density development that balances an efficient use of land and maintain a character reflective of its surroundings.

Improved pedestrian link to Burtonwood Community Primary School via potential community centre and car park / drop off / pick up

Access

Construction access can be delivered through Green Lane, with future resident access available via Green Lane and Winsford Drive for vehicles, cycles and pedestrians. Internal linkages for detailed design.

Deliverability

The Site is in the ownership and control of Northern Trust and Fields 1 and 2 are rented together for agricultural use, but neither field forms part of an agricultural holding. Therefore, both sites are considered available now for development, and are in control of a developer, Northern Trust.

The Preferred Development Options expects the 150-unit allocation to deliver alongside the new homes:

- A new form entry at Burtonwood Community Primary School;
- Affordable housing;
- Support for additional doctor service in Burtonwood;

- Bus service support for access to Omega;
- Usual infrastructure and highway improvements, and
- Future CIL contribution.

Although the Preferred Development Options indicates a review of affordable housing policy, it is anticipated requirements will not significantly deviate from adopted Core Strategy SN2 requirements for 30% affordable housing in a 50/50 split social rent and intermediate housing.

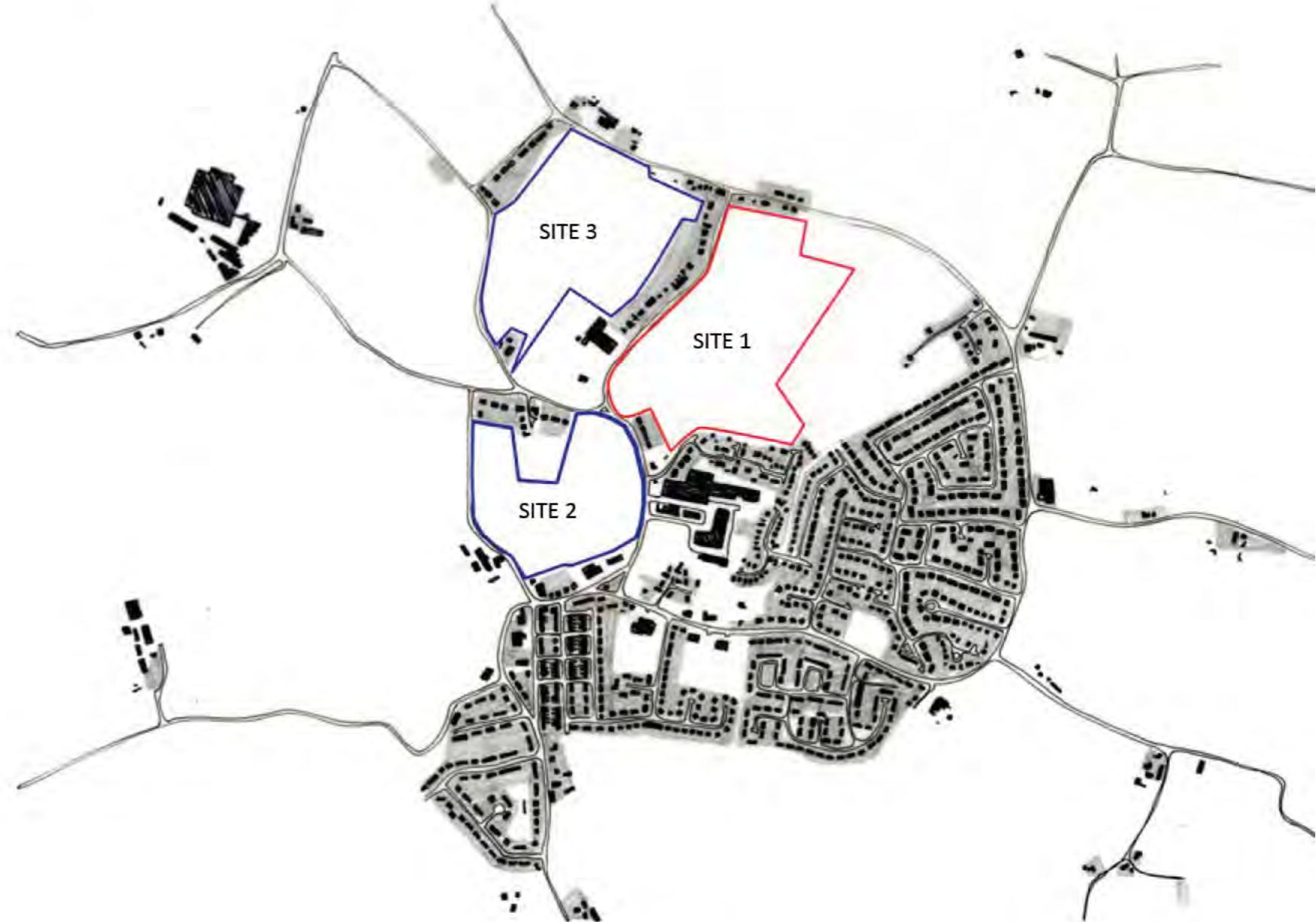
In the opinion of Northern Trust a 150 unit development will be unable to viably realise the totality of the sought benefits and CIL contribution, alongside open space, landscape, maintenance and other normal costs to a developer to create a high-quality residential scheme. Even as a relatively unconstrained greenfield site, and a site already in ownership of a developer, the development returns are finite.

A greater amount of housing needs to be allowed for in the Local Plan to ensure a deliverable, viable development is achieved that supports the necessary investment in infrastructure, services and developer contributions to provide sustainable, high quality development.

Northern Trusts USP

Northern Trust is a developer and land owner of the Site. There is no optioned land or third-party to cause legal delay or add costs to delivery. This means the ability to deliver developer contributions is maximised.

Northern Trust owns other land to the north and west of Burtonwood, as shown on the map opposite. Uniquely it can offer as part of a comprehensive and holistic planning approach to new housing, additional opportunities to provide open space, recreation facilities, compensatory habitat and even expansion land for Birchwood Community Primary School. Whether any call on use of additional land is required or merited is a matter for detailed planning considerations.



Safeguarded Land

The Local Plan will need to set new Green Belt boundaries that are strong and will endure a future plan review.

Safeguarded Land will need to be allocated at Burtonwood to meet future development needs beyond 2037. This is because the existing settlement boundary is so tightly defined, it is inevitable at the next plan review the future housing needs for Burtonwood will still require new land to be released.

The plan opposite sets out that within Parcel BW3 the land to the north and east that completes the parcel naturally becomes Safeguarded Land. Whether this is sufficient land to meet needs beyond 2037 cannot be ascertained. It is considered that Parcel BW2, land off Phipps Lane, should also be candidate for Safeguarded Land.

Parcel BW2 merits Safeguarded Land status due to its proximity to the existing urban area to the south and east, but will be augmented by the next Plan review by development of Field 1

to the north and the existing relationship to the school. It offers opportunities for sustainable development for residential, commercial, recreation and open space uses; and does not curtail development opportunities that might be identified at the next Plan review. Whereas the residual opportunity at Parcel BW3 will be confined to residential and open space uses because of its location, accessibility and proximity to residential uses.

Accordingly, to maintain a flexible and responsive planning framework, it is considered Parcel BW2 alongside the residual area of Parcel BW3, should be allocated as Safeguarded Land.



Longer Term Site Opportunity

Longer-term there is opportunity to deliver a comprehensive development of Parcel BW3, that phases development of the Site and then the two other fields to east and north.

The Illustrative Masterplan shows how development of Fields 1 and 2 can form part of a wider, phased, sustainable development. Importantly it will allow vehicle, cycle and pedestrian links east to west to Birchwood Community Primary School; offer less circuitous routes to the main employment and commercial areas of Burtonwood and bus services; and, allow more meaningful public open space to be formed. It diminishes the reliance and need to take vehicular access via Aldridge Drive, a matter that would be acute if the parcel was developed in reverse from east to west. Indeed, a reversed approach would present additional difficulties on construction access and focus development north to Lumber Lane with inadequate linkages to the main settlement area, schools, shops and employment.

It is suggested on the basis of the Preferred Development Options that the eastern and northern fields be Safeguarded land, putting this longer-term opportunity to post-2037.

However, if the Local Plan review process identifies a greater need to accommodate housing from Green Belt land, then it would be reasonable to apportion more housing to the outlying settlements, including Burtonwood, and allocate this area as a later phase in this Plan period for post-2027 development.

Conclusions.

- The Site is the best, available option for development at Burtonwood to sustainably meet identified development needs;
- The Site is available, deliverable and suitable for residential development now; in control of a developer, Northern Trust;
- The Site can be readily accessed for construction and provide improved, safer connectivity to the Birchwood Community Primary School for new and existing residents;
- Northern Trust is uniquely placed to deliver the identified housing need and potentially greater community benefits through its wider landownership interests;
- The Site offers opportunity to provide new open space, recreation and small scale community, retail or commercial facilities to support the wider community;
- The Site is level, visually contained

and capable of sensitive development that complements and supports Burtonwood, without unnecessary harm to the wider countryside or setting of the settlement, and

- The Site can offer an opportunity to better access land to east and north as a longer-term development opportunity either within the latter half of the Plan period, or post-2037, dependent on wider conclusions on housing requirement and allocation to Burtonwood.

With the Local Planning Authority now accepting the need for new housing to meet needs at Burtonwood, Northern Trust welcomes the opportunity to engage with officers over the Site opportunity, and to engage with the local community on the benefits that can be brought.



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