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**REPRESENTATION TO THE
WARRINGTON SUBMISSION VERSION
LOCAL PLAN**

**Representations on behalf of
Orica Europe Ltd
In relation to Carr Brook Garden**

JUNE 2019

Regulated by RICS

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Dear Sir/Madam

Warrington Submission Version Local Plan

Lea Hough and Co have been instructed by Orica Europe Limited [Orica] to prepare a response to the Warrington Borough Council Submission Version Local Plan [SVLP] (March 2019), which seeks to allocate strategic development sites for the period to 2037. This representation relates to the promotion of Orica's land to the north of Culcheth, hereafter referred to as 'Carr Brook Garden', as submitted in the previous local plan stages and through the Call for Sites process. The purpose of this representation is to raise our outstanding concerns with the proposed Local Plan and to highlight that in our view, the site remains a preferable option to the one being pursued within the SVLP.

The representation will therefore be structured as follows;

1. The housing requirement
2. The delivery of the spatial strategy
3. Approach to Safeguarded land
4. The housing distribution
5. Carr Brook Garden

The housing requirement

Chapter 3 of the Warrington Submission Version Local Plan outlines the vision and objectives for the future of Warrington. The Plan seeks to deliver a minimum of 18,900 new homes over the period to 2037, equating to 945 dwellings per annum [dpa], alongside 362 hectares [ha] of employment space. Whilst we welcome that Warrington Council are planning for a level of homes above the Government's minimum requirement, the level of homes proposed is not sufficient to account for the Borough's aspirations. In order to ensure that the Local Plan delivers the 'New City' aspirations for Warrington, whereby the area is positioned as one of the economic hubs of the UK (see chapter 3 SVLP), it is imperative that the housing and economic strategies are aligned. Failure to do so would equate to a plan that has not been positively prepared, and one which would fail to meet the full housing needs of the Borough. The housing requirement should, therefore, be uplifted to reflect the economic growth aspirations of the Borough.

The delivery of the spatial strategy

The SVLP priority is to optimise the development potential of the existing urban area. The existing urban area can accommodate around 13,700 new homes. However, the Council acknowledge that the existing urban area cannot meet all of Warrington's housing needs. There is a requirement to provide land for circa. 7,000 dwellings through the release of Green Belt land. The chosen spatial strategy is as follows;

- a new Garden Suburb to the south east of the main urban area, which will deliver around 5,000 homes (including 4,200 through Green Belt release) in the Plan period up to 2037, with a potential for a further 2,300 homes from Green Belt release beyond the Plan period;
- an urban extension to the south west of the main urban area of around 1,600 homes; and
- 'incremental growth' across the outlying settlements of around 1,100 homes.

Lea Hough & Co have serious concerns about the delivery of the spatial strategy. These concerns primarily relate to the deliverability of the strategic sites that have been allocated within the SVLP. We believe there are unrealistic assumptions which have been made in regards to the quantum of development, lead in times and the uncertainty of supporting infrastructure delivery. These concerns are as a result of the lack of evidence base prepared by the Council.

With reference to the quantum of development, the assumed net to gross ratios considered within the 2018 SHLAA are unrealistic; a much lower ratio should be considered to reflect the necessity to deliver highways and social infrastructure on strategic development sites. The builds rates assumed in the SHLAA (55 dwellings per annum on sites over 150 dwellings) are also unrealistic. In addition, the lead-in times assumed in the 2018 SHLAA are too short for complex housing sites, and therefore development timescales are likely to slip from those proposed. This will lead to an overall lower delivery of housing over the Plan period than currently assumed in the SVLP. The development trajectories should therefore be revised.

In addition, there is no evidence to demonstrate that detailed consideration has been given to the complications and timescales associated with delivering sites which currently have no existing infrastructure capable of accommodating the proposed development (i.e. the Garden City Suburb). Such sites are likely to have long lead in times, as the provision of infrastructure is both time consuming and costly. Consequently, these sites are unlikely to provide units until later in the Plan period.

Furthermore, at present there remains significant infrastructure issues, for example in regards to funding, and many of the proposed schemes are behind schedule for example the Western Link Road. The Infrastructure Delivery Plan (2019) is not transparent on the funding of the Western Link or Garden Suburb Link and therefore is no evidence which provides confirmation of the mechanism and timescales the delivery of either scheme, both of which are fundamental to the delivery of the allocated Waterfront, South West Extension and Garden Village Suburb strategic sites. The lead-in times for the strategic sites should therefore be revised accordingly, which again reduces the quantum of development likely to be achieved within the Plan period.

Approach to Safeguarded Land

Paragraph 3.4.4 of the SVLP outlines that there is no requirement to take any additional land out of the Green Belt as Safeguarded Land beyond the Plan Period. It is welcomed that the Council is adopting a brownfield first approach, in accordance with national policy guidance. Nevertheless, it must be considered that brownfield sites are notoriously more difficult to bring forward, and often have viability concerns due to the cost of remediation etc. Furthermore, the Council has an acute housing need and has failed to deliver its requirement in recent years. Given the concerns raised above surrounding the deliverability of the allocated strategic sites, it is necessary to ensure that appropriate mechanisms are in place to address any shortfalls in delivery which could be encountered over the coming years. To address this concern and ensure that the Plan is positively prepared, the Council should look to allocate safeguarded land. This would provide a simple trigger mechanism to release further land for housing should the strategic sites fail to deliver in the allocated period, and essentially prevent the need for a further Green Belt Review or early review of the Plan.

The housing distribution

The spatial distribution of the plan is unbalanced and unjustified. The allocated sites are overwhelmingly concentrated to the south of Warrington and west of the M6. Three of the four major development sites are located to the south, equating to over 8,700 dwellings. When added to the proposed provision in the Town Centre and Wider Urban Area (8,140) these spatial locations would account for over 89% of all housing development over the Plan period. This represents an unbalanced pattern of distribution and overconcentration in the south of the Borough. Furthermore, there is no evidence to support why this spatial distribution has been proposed. There is no narrative to explain how, or why, the Council has chosen this strategy or to discuss the alternatives considered. The evidence base contains no analysis to justify the spatial demand across the Borough; rather the Local Housing Needs Assessment (2019) refers only to the Borough as a whole when assessing housing needs. There is, therefore, no evidence to suggest that demand for housing is not equally distributed across the area and in fact, the south of Warrington suffers from a lack of public transport. Consequently, there seems no justification for why this option has been selected, which does not appear to promote patterns of sustainable development as required by the National Planning Policy Framework. A more even pattern of distribution would respond more effectively to demand, and ensure that the surrounding infrastructure has the capacity to accommodate such development.

Land to the North of Culcheth

The SVLP does not allocate any sites for housing in Culcheth or north of the M62 outside of the urban area. Outlying settlements in the Green Belt will provide for 1,085 dwellings over the Plan period. For Culcheth, an indicative capacity of 200 homes is identified. This capacity has been reduced by over 100 dwellings from the previous version of the Local Plan. Albeit, the area benefits from a number of positive attributes as highlighted in the Settlement Profile which was produced as part of the evidence base, including its proximity to both the M6 (J22) and M62 (J11), as well as its bus connectivity.

Appendix 1 provides a vision statement for the land at Carr Brook Garden. The land has the potential to bring forward a new garden settlement that has the capacity for up to 4,500 homes. This is a unique opportunity to bring forward a cohesive development site, which would act as a model for sustainable growth. The National Planning Policy Framework outlines three overarching objectives to bring forward sustainable development. The three threads are as follows; economic, environmental and social objectives. The proposed development site provides each of these elements;

- **Economic benefits** – include the creation of jobs, additional monies to the local authority and increased expenditure in the economy
- **Social benefits** – the provision of high-quality market and affordable homes, accessible well-designed open and recreation space, supporting infrastructure including a potential new train station, provision of supporting services including schools, local retail, leisure and employment opportunities
- **Environmental benefits** – opportunities to retain and enhance the existing green infrastructure through the provision of a network of greenspaces, to prioritise biodiversity net gain and to retain and enhance ecological features of value where possible.

The site is suitable, achievable and deliverable. Its release from the Green Belt would provide for significant housing delivery both within the Plan period and beyond, to provide a sustainable growth strategy for the Borough.

Conclusion

This representation has been made by Lea Hough & Co on behalf of Orica Europe Ltd., in relation to Carr Brook Garden. The representation has detailed the fundamental concerns of Lea Hough & Co in reference to the Warrington Submission Version Local Plan, which relate to the lack of evidence underpinning the document, in particular its spatial strategy and assumed delivery rates. It is suggested that the Council should review the contents of the Plan in regards to the spatial strategy and also allocate Safeguarded Land. This would ensure that the Plan is positively prepared with a robust evidence base, and prevent the need for an early review.

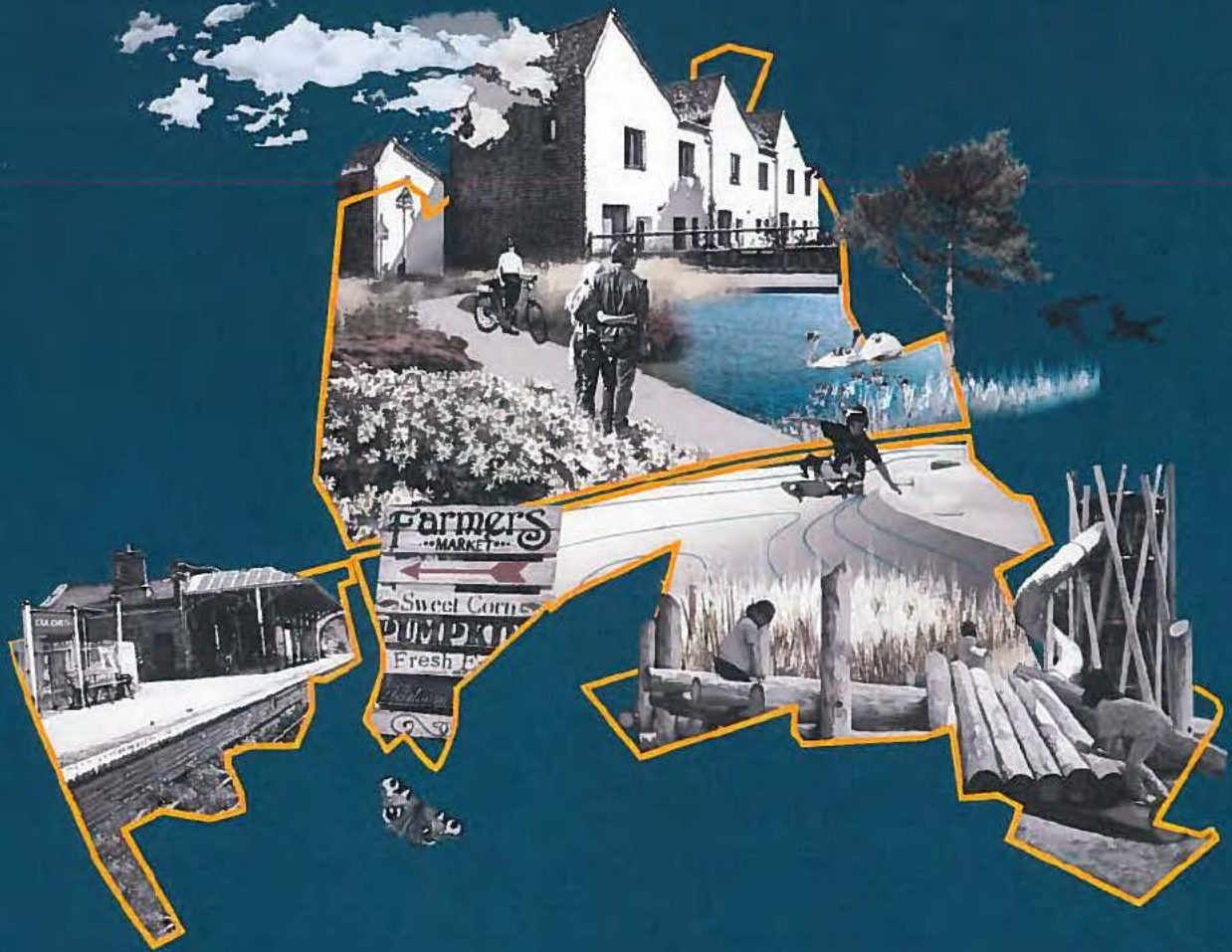
Orica's vision for the land to the North of Culcheth is set out in the enclosed vision document (see Appendix 1). Orica would welcome discussions with the Council regarding how the site could be brought forward in the interests of achieving a more balanced sustainable growth strategy for the Borough.

Appendix 1 – Vision statement for Carr Brook Garden

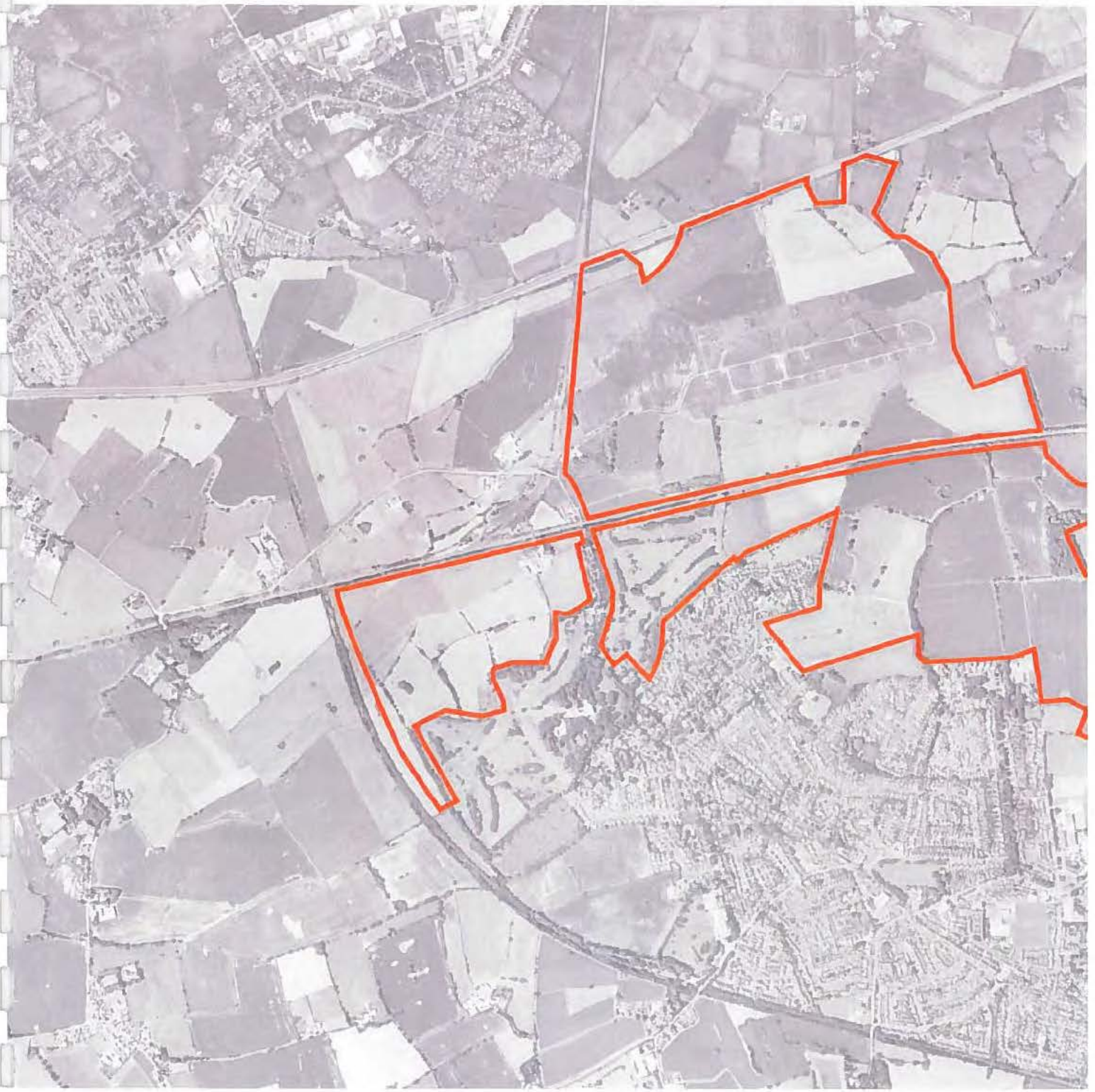


CARR BROOK

Garden



Culcheth





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- 03** need for green belt development
- 04** technical considerations
- 05** initial masterplanning
- 06** benefits
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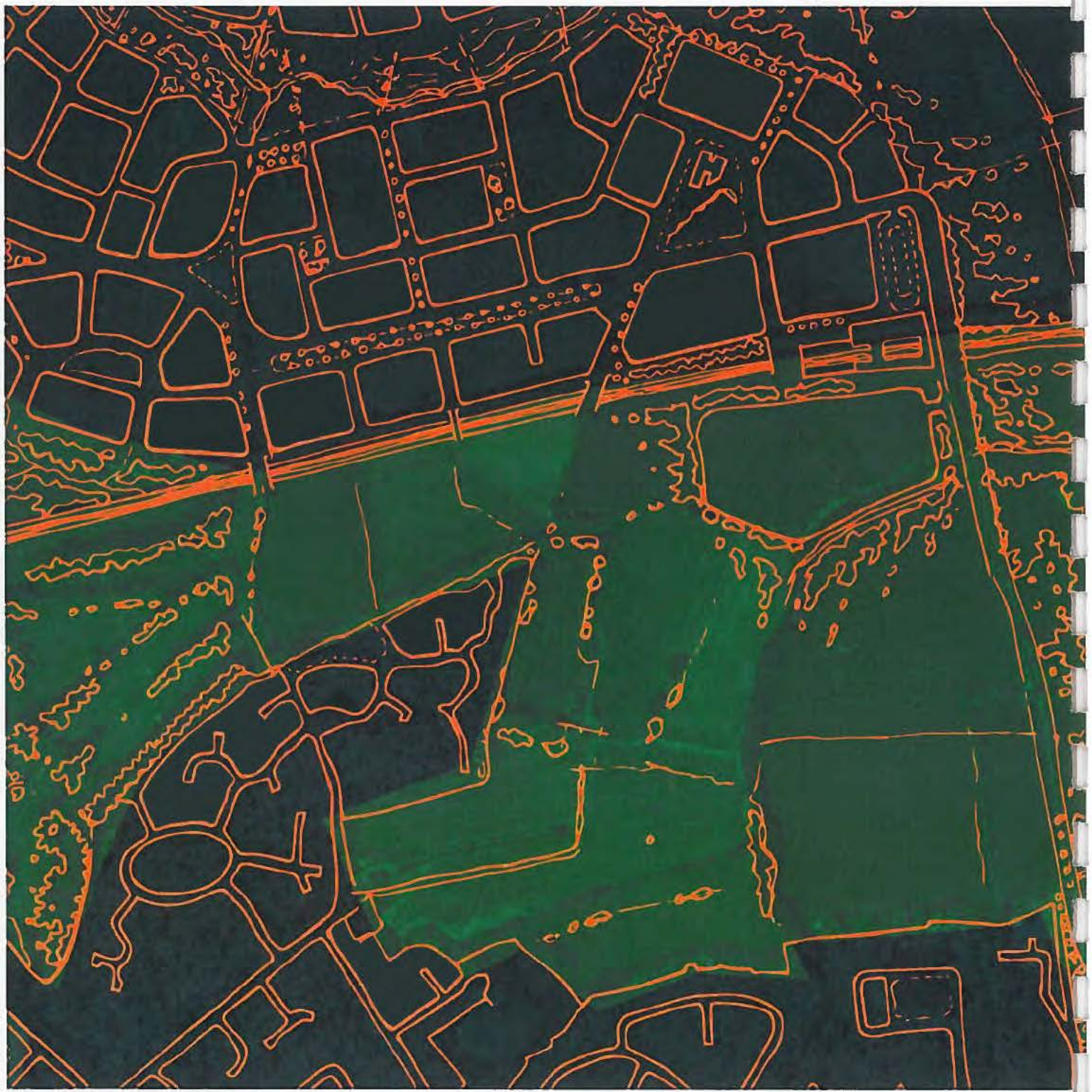
01

INTRODUCTION & VISION

1.1 introduction

1.2 vision





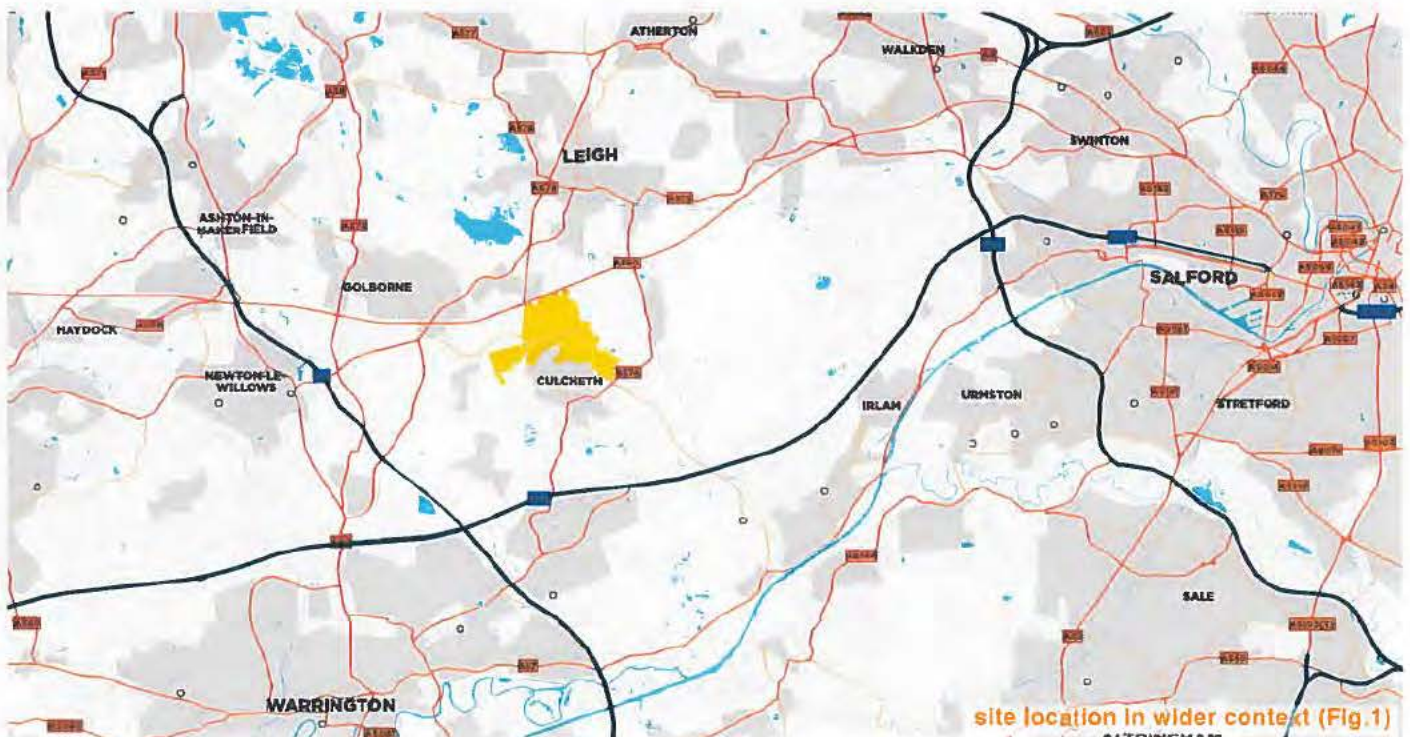
1.1 introduction

This Development Statement has been prepared on behalf of Orica Europe Ltd [Orica] to promote their land to the north of the settlement of Culcheth for development. The site is a significant constraint on the growth potential of Culcheth, and its redevelopment provides a real opportunity to meet the development needs of the area in a sustainable and co-ordinated way whilst facilitating investment in strategic infrastructure, enhancing sustainability and economic growth of the region.

The land at Carr Brook Garden, identified in Figure 1 presents a unique opportunity to create a sustainable, distinctive and attractive community that could deliver much needed housing and support economic growth and prosperity within Warrington and the wider region.

The purpose of this Development Statement is to:

- 1** Set out the strategic context for Carr Brook Garden and its relationship with the surrounding area;
- 2** Explain why the land no longer fulfils Green Belt purposes and identifies the exceptional circumstances which necessitates its removal from the Green Belt in accordance with the National Planning Policy Framework;
- 3** Illustrate Orica's vision for Carr Brook Garden;
- 4** Identify the scale of development that can be accommodated and the potential benefits that arise from it; and,
- 5** Demonstrate that Carr Brook Garden provides a unique opportunity for the creation of a new sustainable settlement which will provide identified housing and employment needs and provide economic benefits not only to local communities but also the wider Warrington region.



Context

Founded in 1874, Orica has more than 140 years of experience in innovation and investment. They are the global leader in mining and civil services, with a diverse workforce of around 11,500 employees, and are well established internationally. Their commitment to operating safely, responsibly and sustainably underpins everything they do. It is acknowledged that this document is the start of the process of future development of this site and Orica are committed to undertaking further technical work as required and to consult widely with the local community and stakeholders, to refine and develop the strategy for the site, to the benefit of neighbouring communities.

Orica own the Glazebury explosives storage depot, a site of approximately 20 hectares [ha] in area, located north of Cul-

cheth, positioned between the East Lancashire road (A580) and the Liverpool to Manchester railway line. As a result of the site's current function, a use-limiting explosion safeguarding zone (circa 120ha) put in place by the Health and Safety Executive [HSE] radiates uniformly from the site extending as far as the northern limits of the residential areas of Culcheth.

Orica are considering options for the future of the site. The release of this wider land, which is currently mainly in agricultural use, is beholden upon the cessation of Orica's operations. However, this could offer a great opportunity for the development of a new community providing much needed housing and employment provision for Warrington and the wider region.



1.2 vision

Carr Brook Garden represents a unique and strategic opportunity to meet identified development needs within Warrington and the wider area; provide much needed housing for Warrington that would be supported by new transport and social infrastructure, including potentially a new train station, schools, local retail, leisure and employment uses.

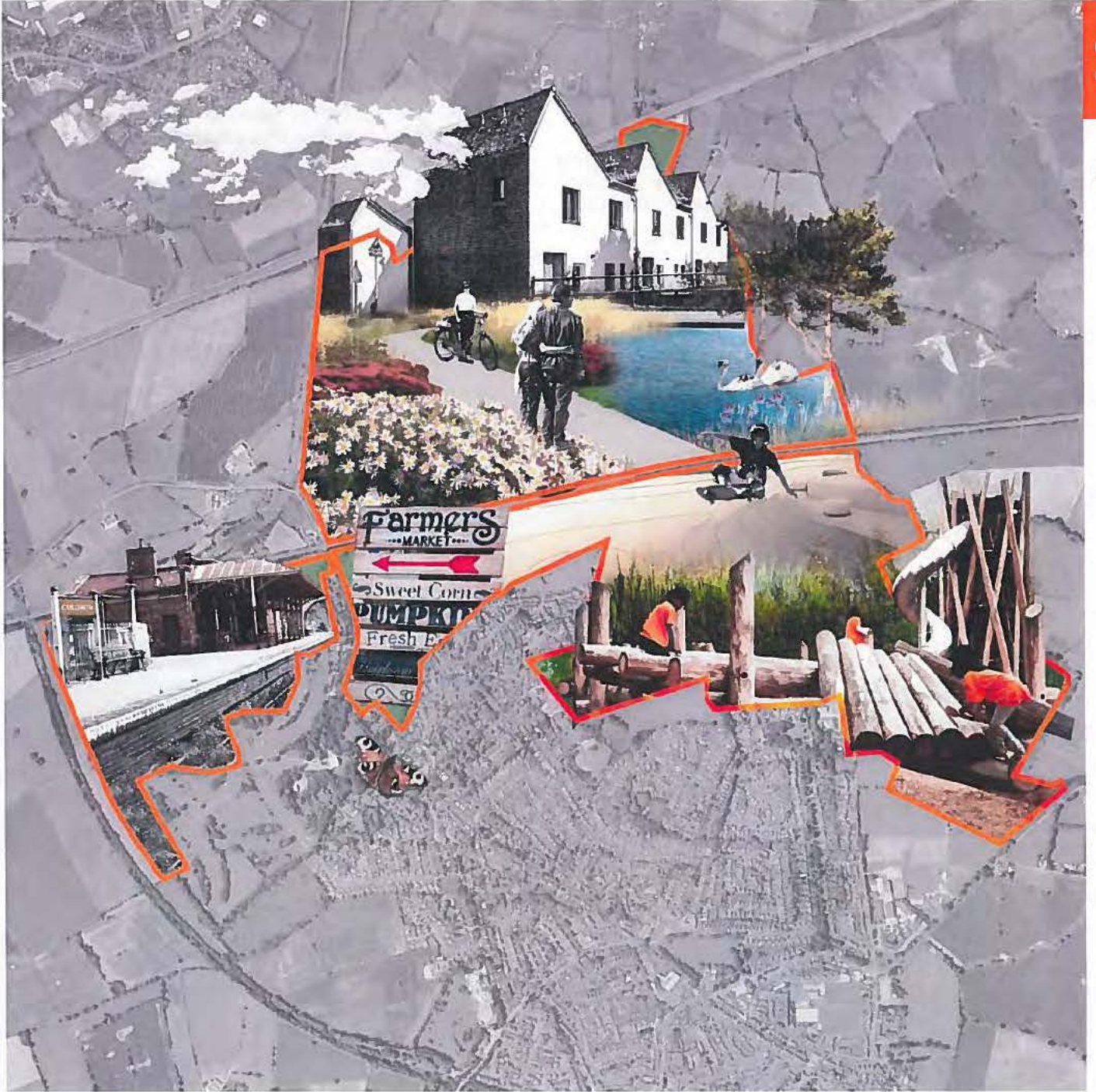
There is scope for Carr Brook Garden to deliver up to 4,500 new homes. The scale of growth is such that it is capable of creating a successful, liveable place focussed around a series of neighbourhoods that are genuinely sustainable. It should facilitate the delivery of strategically important rail / public transport infrastructure, facilitating the connection of the existing network maximising connectivity for the proposed and surrounding communities.

The vision for Carr Brook Garden has been informed by a number of underlying design principles. These have been derived from a study of its context, including the surrounding

settlement of Culcheth, the historic growth pattern of the area, existing features on site and from the needs of the local and wider communities.

The order and influence of the design principles has been carefully considered to create a coherent masterplan with a compelling narrative, and a focus on the creation of a sustainable new community with direct access to green spaces within a countryside setting in accordance with the Garden Village concept.







train station



cycle routes

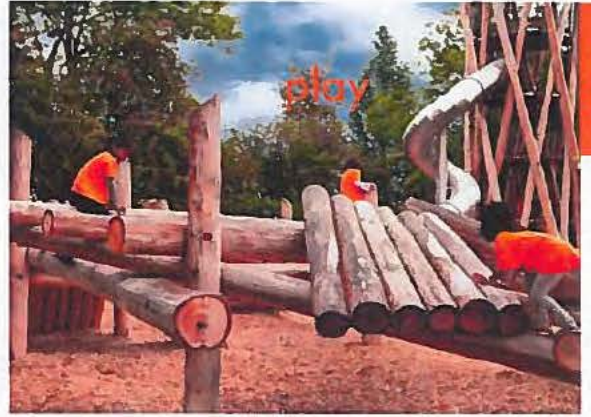


farmer's market



high street





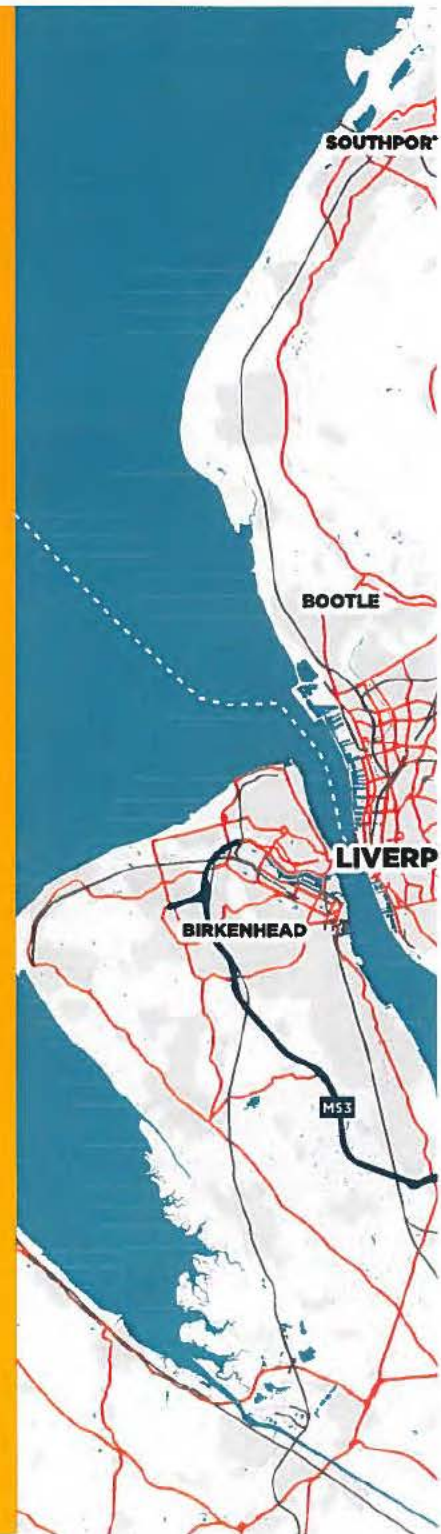
1.2
vision

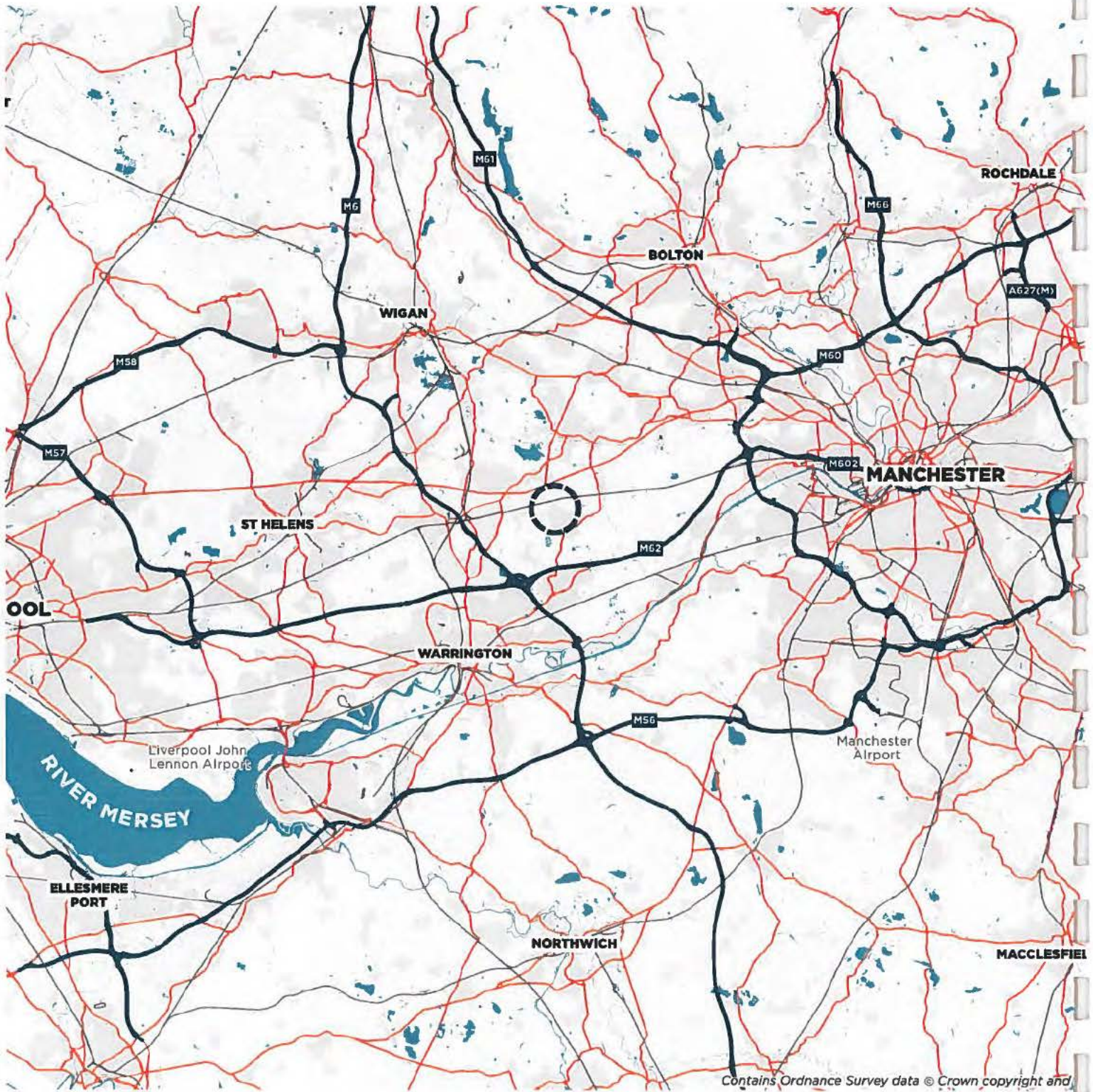


02

STRATEGIC CONTEXT

- 2.1 setting & relationships
- 2.2 historic growth patterns
- 2.3 sustainability





2.1 setting and relationships





The land at Carr Brook Garden, positioned to the north of Culcheth comprises Glazebury Depot which extends to approximately 20 hectares, along with surrounding agricultural land, totalling approximately 120 hectares. Culcheth is located 11.4km north-east of Warrington town centre and is ideally positioned between the major cities of Liverpool and Manchester. Equally Culcheth is conveniently located close to a number of towns including Leigh, Land Side, Lowton, Aspall Common, Hope Carr, and Glazebury.

Strategically the development land north of Culcheth is ideally located, being positioned immediately adjacent to the East Lancashire Road (A580) which links Manchester and Liverpool. The development land is also bisected by the Liverpool-Manchester railway line which offers the opportunity for the creation of a new train station which would encourage sustainable travel by residents of Carr Brook Garden and the surrounding urban areas.

There are a number of physical features which demarcate the extent of land available for Carr Brook Garden. The A580 bounds the land to the north, Culcheth Linear Park (a dismantled railway line) lies to the west and the northern fringes of housing developments in Culcheth lie to the south. To the west is the proposed alignment of HS2 as it approaches its connection onto the existing West Coast Main Line to the north of Lowton / Golborne.

The site is bisected by the Liverpool-Manchester railway line; and the Carr Brook, from which the proposed community derives its name, runs through the site east to west. The Glazebury Depot currently accommodates an explosives storage facility, and is therefore considered to be brownfield land. In addition to the existing buildings associated with the Glazebury Depot, there are a small number of agricultural buildings located across the wider area.

An area extending to approximately 30 ha, along Carr Brook, is situated within flood zone 2 with a very small pocket of flood zone 3. An underground high pressure gas main crosses the eastern edge of the site running north / south. There are a number of listed buildings within the general vicinity of the land to the north of Culcheth, but they are located at such a distance that it is not anticipated that Carr Brook Garden would negatively impact upon them.

2.2 historic growth patterns

Agricultural origins

The basic structure of settlement at Culcheth was established in the medieval period. Culcheth was predominantly an agricultural settlement with sparsely inhabited land, surrounded by areas of reclaimed moss-land and low lying fields. Culcheth Hall and the adjacent cottages generated a basic street network that still underlies the settlement structure today.

Industrial age

Culcheth remained relatively undeveloped during the industrial age despite the development of the railways to the north known as the Liverpool & Manchester Railway [L&MR] line and west the Great Central Railway [GCR] line between Manchester Central and Wigan Central. Two stations served the area with Culcheth Station located on the GCR line and Kenyon Junction enabling interchange between the GCR and the L&MR.

The village became home to the cotton industry with individual cottage-based weavers and later the development of Daisy Bank Mill. The Cottage Homes to the north of the village originally were developed to house orphans which later became Newchurch Hospital.

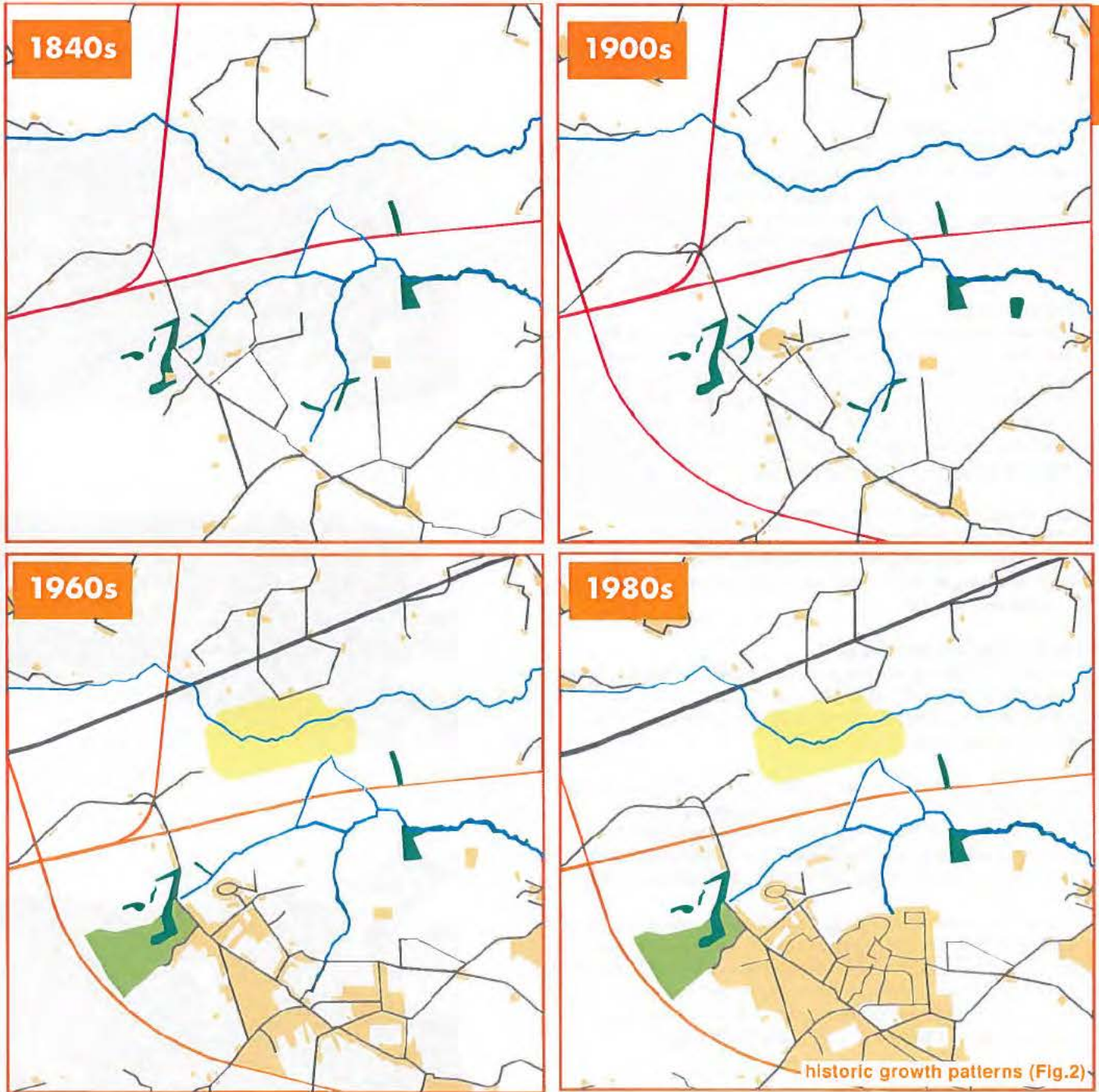
New Town era and beyond

Culcheth remained relatively unaltered through the early part of the 20th century with small areas of ribbon development. The train stations serving Culcheth were closed during the period of the Beeching cuts in the mid-1960s.

It was not until the major growth period of the 1970s and 80s, during the period of major growth at Warrington New Town that Culcheth took its current form. A major period of housing development merged Twiss Green into the main village and grew the settlement to the north and east beyond Wellfield Road.

Growth thereafter has focused around small scale infill housing and the redevelopment and expansion of the Newchurch Hospital site for residential use to the North West of the village. The availability of the Carr Brook Garden land now presents a unique opportunity to meet the development needs of the area in a sustainably planned way and bring economic growth to the region.





2.3 sustainability

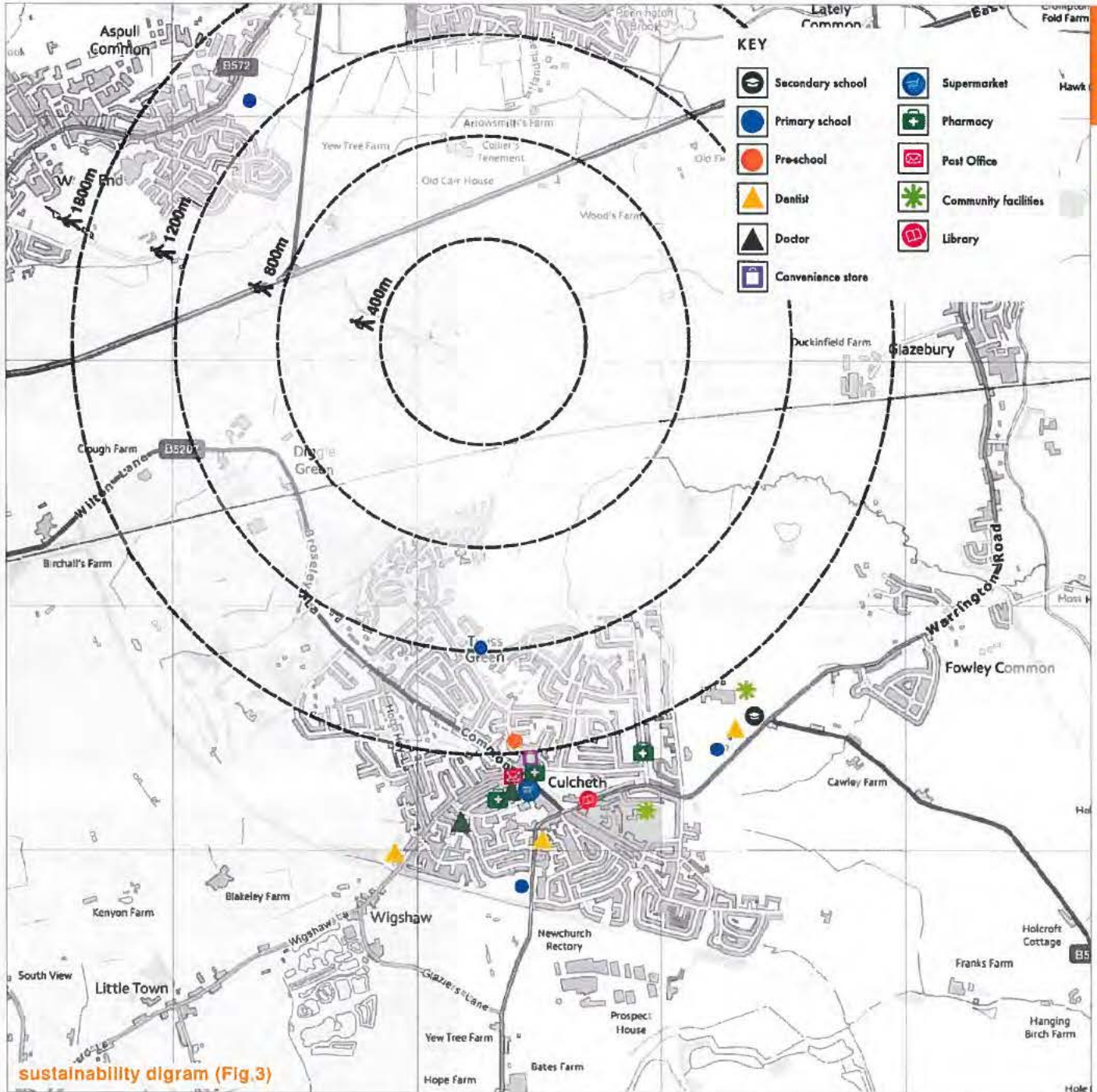
As demonstrated in Figure 3, Carr Brook Garden is well-located in relation to existing services and facilities within Culcheth. It is also proximate to Leigh town centre which is served by a wide range of convenience stores, supermarket retailers and community services and facilities.

Existing public transport services in Culcheth provide access to Warrington, Birchwood, Newton-le-Willows, Croft, Winwick, Burtonwood, Earleston, Woolston, Leigh and Martinscroft. Leigh benefits from the recently constructed guided busway into Manchester, which could be extended into the site, providing a potential connection to the existing railway line. The A580 also provides excellent access to major employment locations within the local area and beyond, such as Haydock Industrial Estate and Stone Croft Business Park.

The existing Public Rights of Way network offer good foot and cycle paths for both future residents of the site and residents of the nearby settlements.

Carr Brook Garden offers the potential to provide significant enhancements to local infrastructure, including a new local centre, a new primary school, sports and leisure facilities, direct access to the A580 and a new train station.



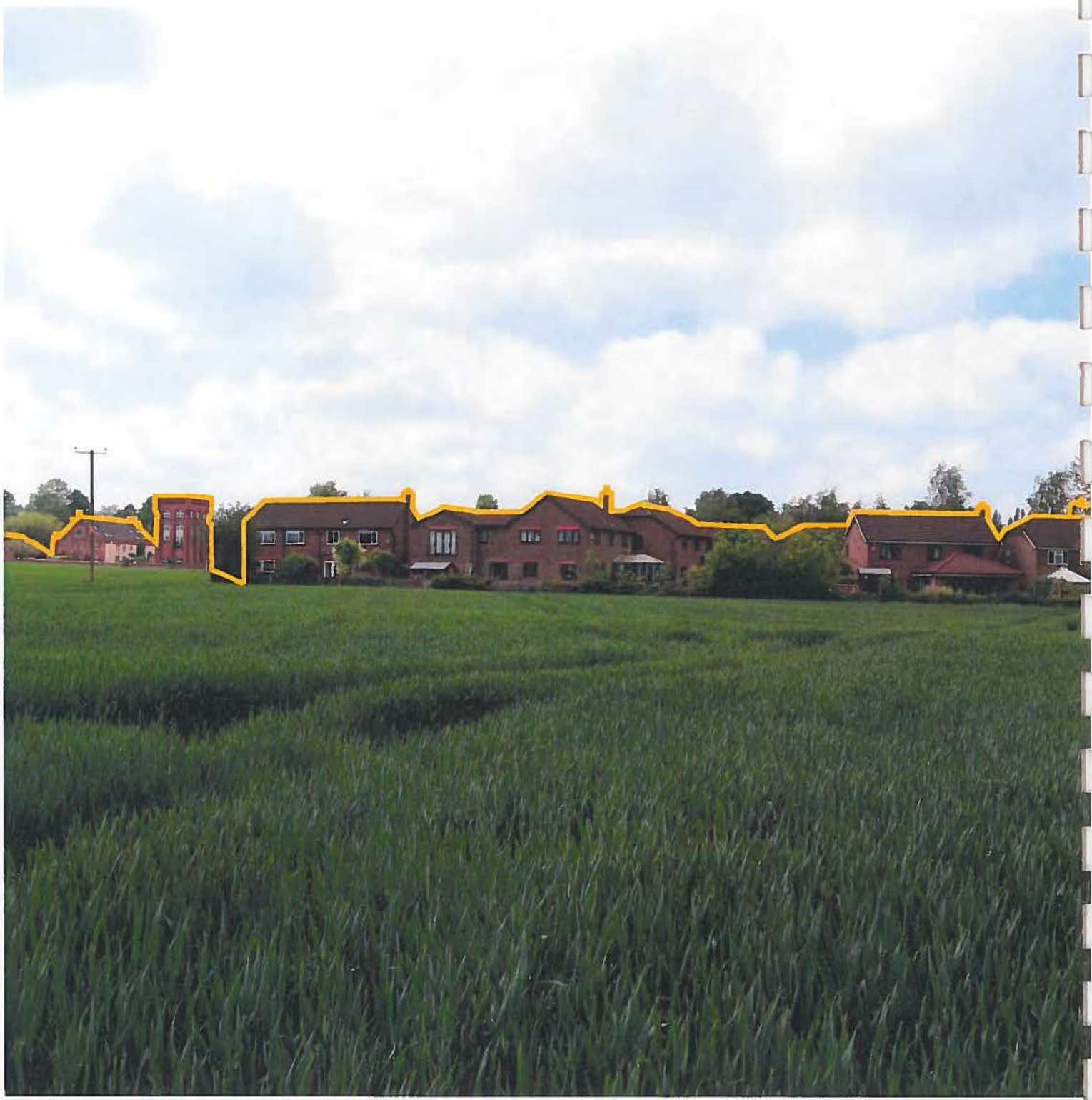


03

NEED FOR GREEN BELT DEVELOPMENT

- 3.1 local plan review
- 3.2 warrington green belt
- 3.3 green belt assessment
- 3.4 green belt purposes compliance





3.1 local plan review

Local Plan Review

The Council is currently undertaking a review of its Local Plan, primarily to set out the number of new homes and jobs required to meet the needs of the Borough over the next 20 years. As part of the process the Council held a 'Scope and Contents' consultation and a 'Call for Sites' during November and December 2016.

The 'Scope and Contents Document' published in October 2016 states that in order to align housing need with job growth in the Borough it will be necessary to increase the minimum supply of homes from the quashed Local Plan Core Strategy [LPCS] target of 500 dpa to around 1,000 dpa. In terms of employment land, the Council's Economic Development Needs Assessment [EDNA] identifies an OAN figure of 381 ha of employment land over the next 21 years. This exceeds the existing LPCS requirement by over 100 ha. The scale of housing and employment growth envisaged for the Borough reflects its ambitions to progress from a New Town into a 'New City'.

Based on a review of its housing and employment land supply, the Council has concluded that it will be necessary for sufficient Green Belt land to be released to deliver

approximately 5,000 homes and 261 ha of employment land over the next 20 years.

Carr Brook Garden, which includes brownfield land, should therefore be released from the Green Belt to provide for significant housing delivery throughout the plan period and beyond. The scale of the proposed development is such that it is also capable of delivering significant social and physical infrastructure to create a vibrant new community, as well as highways and transport improvements to assist in alleviating pressure on the existing road network.

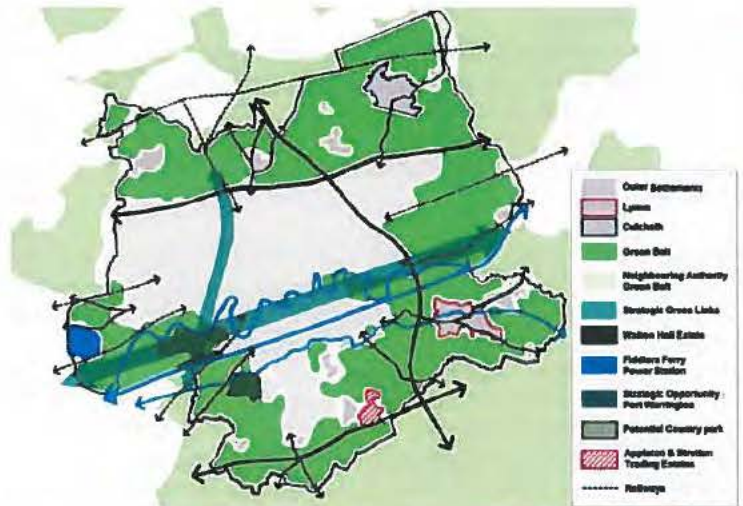


3.2 warrington green belt

Warrington Green Belt

The extent of Green Belt around Warrington was formally introduced by the Cheshire Structure Plan in 1979. Culcheth is one of the largest inset settlements within the Green Belt. The extent of Green Belt designation is contiguous with the Green Belt in Merseyside, Greater Manchester and North Cheshire and has, largely, remained unchanged since 1979.

In 1998 Warrington became a unitary authority, whereupon priority shifted from expansion, towards a policy emphasising regeneration of existing urban areas. The 2016 Green Belt Assessment prepared by Arup on behalf of Warrington Borough Council notes that "the Green Belt is seen as a key policy tool in achieving urban regeneration and preventing further outward expansion of the Borough" [Para. 12]. This position is clearly outdated when considering the lack of available land within the urban area to meet development needs.



local plan core strategy 2014 countryside and constituent settlements map (Fig.4)



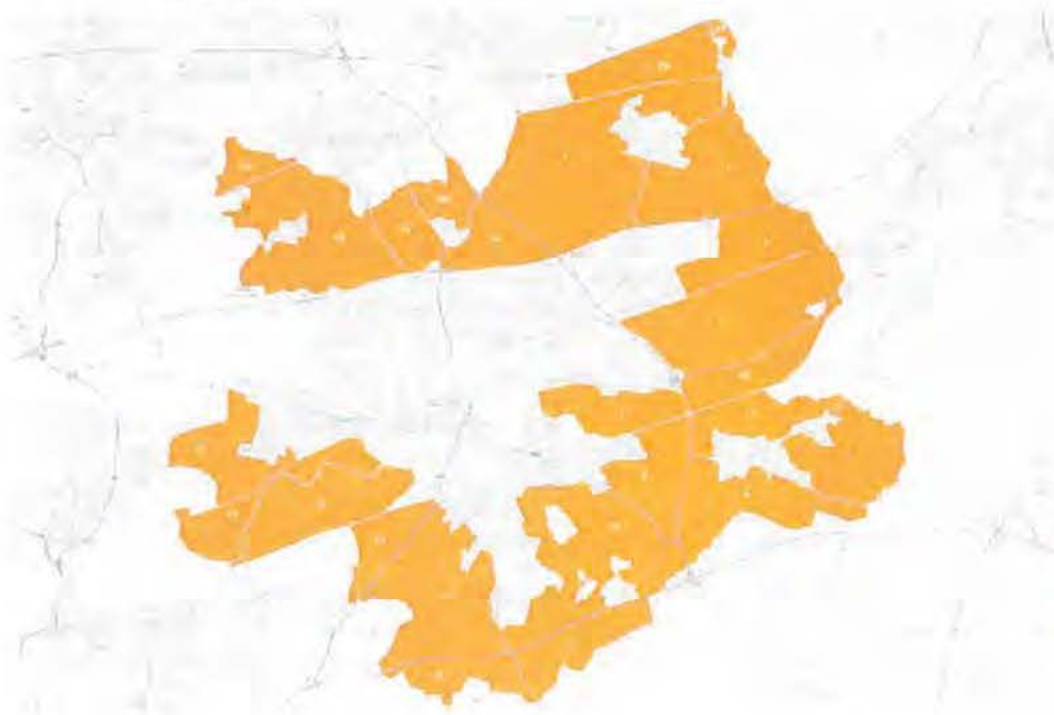
3.3 green belt assessment

The purpose of the 2016 Green Belt Assessment is to provide an understanding of how Warrington's Green Belt performs against the five key purposes of Green Belt set out in the Framework [para. 80]. The assessment considers only large portions of land, or parcels, and makes broad statements as to their value to the Green Belt.

Carr Brook Garden is located within General Area 22. The assessment concludes that this broad area makes no contribution to checking the unrestricted sprawl of the large built up area and to the setting and special character of historic towns. It also states that its contribution to preventing the merging of towns and safeguarding the countryside from encroachment is moderate. Whilst it is identified that the site makes a strong contribution to assisting in safeguarding the countryside from encroachment, this is no different from most other sites in the assessment. Overall, the assessment concludes that General Area 22 makes only a moderate contribution to Green Belt purposes.

The area of land located between Culcheth and the railway line to the north falls within General Area 1. The assessment identifies that the northern area of General Area 1 could be developed without resulting in the merging of towns. The assessment identifies that the railway line and Glaze Brook form durable boundaries between the General Area and the countryside which could prevent encroachment on the countryside if this area of land were developed. Overall General Area 1 was assessed as making a moderate contribution to Green Belt purposes.

A review of the land to the north of Culcheth has been undertaken, on behalf of Orica, which concludes that the removal of the Carr Brook Garden development area from the Green Belt and its allocation for a sustainable garden village will not harm any of the five purposes of the Green Belt set out in the Framework (para. 80). This is summarised in section 3.4.



warrington borough
council green belt
assessment final report
2016: general area map
(Fig. 5)

3.4 green belt purposes compliance

Check the unrestricted sprawl of large built up areas

The findings of this review, on behalf of Orica, align with those of the 2016 Warrington Green Belt Assessment which concludes that the Green Belt land around Culcheth makes no contribution to preventing the unrestricted sprawl of large built up areas. This is because the land is not adjacent to the Warrington urban area.

Prevent neighbouring towns merging into one another

The removal of the Carr Brook Garden from the Green Belt will not result in the merging of neighbouring settlements. The main settlements to which this section of the Green Belt seeks to separate are Lowton to the north, Leigh to the north-east and Culcheth to the south.

The existing strong physical boundary of the A580 will restrict future development of land north of Culcheth towards Leigh and Lowton in the neighbouring borough of Wigan. Development of the land to the north of Culcheth would therefore not reduce the existing gap between the A580 and the towns of Lowton and Leigh. The 2016 Warrington Green Belt Assessment concludes that whilst development in the general area would reduce the distance between the neighbouring towns, it would not merge them.

Assist in safeguarding the countryside from encroachment

It is accepted that the release of Green Belt in this location will result in the loss of countryside and would therefore have an impact on this purpose. However, it is important to highlight that the use of the land to the north of Culcheth has in the past been restricted due to the presence of the Glazebury explosives depot and the explosive safeguarding zone. It has therefore remained open land due to it being a hazardous installation, rather than for its strategic Green Belt function, its contribution to the open nature of the countryside or any special landscape character.

There are strong physical boundaries in the railway line to the south and the A580 East Lancashire Road to the north. This is one of the most important factors in safeguarding the countryside from encroachment and the Arup Green Belt Assessment recognises that both represent durable boundaries between General Area 22 and the countryside which could prevent encroachment if the area were to be developed. In addition to the existing boundaries, the Masterplan framework also demonstrates that new strong eastern and western

boundaries could be created to define the limits of the development and prevent encroachment in these directions.

Preserve setting and special character of historic towns

There are no listed buildings or scheduled monuments within the immediate vicinity of the land to the north of Culcheth. The area of Newchurch, bounded on its north side by Jibcroft Brook and Leigh golf course, is a designated Conservation Area. This has been taken into account during the formulation of the illustrative masterplan framework. There are few if any non-designated heritage assets. The residential properties to the south largely have no historical or architectural importance.

The 2016 Green Belt Assessment concludes that development of land to the north of Culcheth from the Green Belt will have no impact on the setting or character of a historic town and will not impact on important viewpoints.

Assist in urban regeneration by encouraging the recycling of derelict and other urban land

The release of the land to the north of Culcheth from the Green Belt will not contravene this purpose because evidence based work undertaken by the Council confirms that it is not possible to meet Warrington's development needs within the existing urban area and on green field sites outside of the Green Belt. Nor would development in this location, away from the main urban area of Warrington, impact upon the regeneration priorities of that settlement and the delivery of existing brownfield sites within the urban area. It will however facilitate the development of an existing brownfield site within the current Green Belt. The site itself includes brownfield land that would be cleared and remediated as part of any redevelopment.

Summary

There are clear exceptional circumstances that warrant the removal of land from the Green Belt in Warrington including the identified housing need, the Council's failure to demonstrate a 5 year housing land supply and the absence of available land within the existing urban area to meet long term housing requirements.

The removal of the land from the Green Belt and its allocation as a Garden Village will therefore not harm any of the five purposes of the Green Belt set out in the Framework [Para. 80].

04

TECHNICAL CONSIDERATIONS

- 4.1 highways and movement
- 4.2 landscape features and boundaries
- 4.3 ecology
- 4.4 technical summary





4.1 highways and movement

Highway connectivity

A number of opportunities are available for new road connections in the immediate area in order to integrate the proposed development site with existing settlements, create new connections to strategic routes and alleviate pressure on the existing road network.

There is potential for the creation of two new access points on the A580 East Lancashire Road to distribute existing traffic movements and those arising from the development area. The proposed masterplan explores the possibility of creating new north-south corridors, on the western and eastern sides of Culcheth, with the potential to facilitate a connection to the existing M62, which clearly would provide wider strategic benefits.

New access routes would provide improved access for the existing residents of Culcheth, allowing more direct access to strategic routes. Two potential new access points are available to the A580 located to the north. The first, providing a connection between the A580, the A579 Atherleigh Way and Wilton Lane/Broseley Lane along the western side of the development area, would provide opportunities for development access and enhance access for Twiss Green and the western areas of Culcheth.

A second potential connection is possible on the eastern side of the proposed development, providing a north-south link between the development area and the existing local centre and community facilities within Culcheth. This has the potential to connect through to the A574 Warrington Road and on to form a new north-south link between the A580 and M62. No north-south connection is currently available between the A580 and M62 or between the M6 and M60 and so formation of this new link has the potential to alleviate congestion over a wide area.

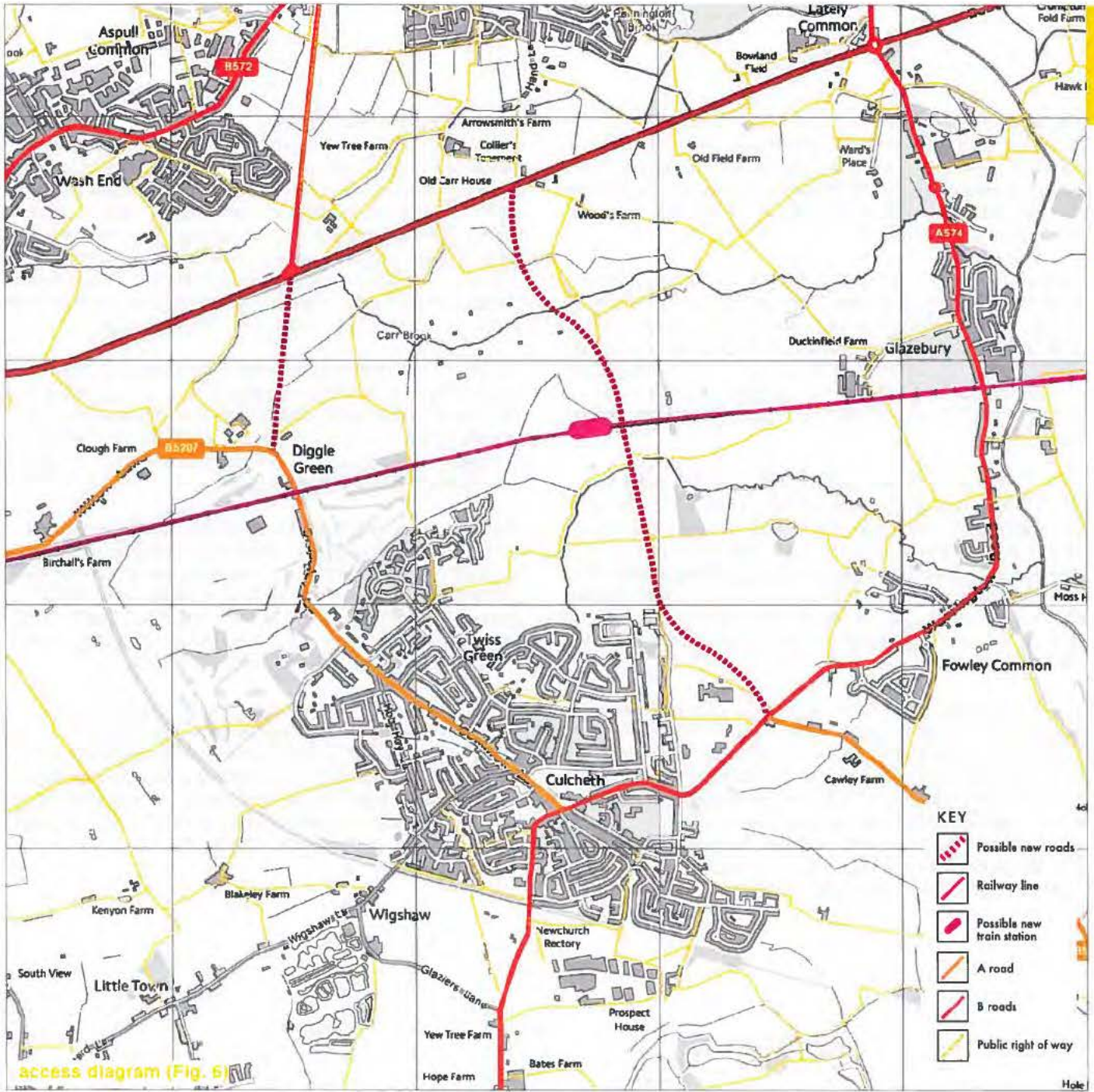
Accessibility & sustainable transport

Carr Brook Garden will be well integrated with the existing village of Culcheth, not just through the formation of new vehicular routes but through the creation of additional safe and attractive routes for pedestrian and cycle movement. These routes allow opportunities for access to existing amenities within Culcheth and the creation of a new local centre and community facilities within Carr Brook Garden. These new facilities will reduce the need to travel outside of the immediate area and increase opportunities for non-car travel.

Research reveals that 48% of existing residents in the area currently work in Warrington, with a further 34% working in the Greater Manchester area. These journeys are currently heavily reliant on travelling by car. Carr Brook Garden affords the opportunity to improve public transport options, benefiting the existing neighbouring communities.

The proposed development area is strategically positioned beside the main Manchester to Liverpool rail line, affording a unique opportunity for a new station to serve both the Carr Brook community and the surrounding areas. This critical piece of infrastructure will have wide reaching benefits, optimising recent investments in public transport infrastructure, whilst improving the accessibility of a wide area.

Similarly, the scale of Carr Brook Garden will have the potential to facilitate enhancement of local transport services including bus connections to the existing guided busway rapid transit system from Leigh, to benefit new and existing residents. Development of a new train station facility would act as a natural passenger transport hub providing integrated transport options for the local and wider areas.



4.2 landscape features & boundaries

The proposed site sits mainly within agricultural land with some areas of brownfield land, including the existing Glazebury Depot. The Liverpool to Manchester railway line bisects the available land, becoming steeper and more elevated as it moves eastward through the site.

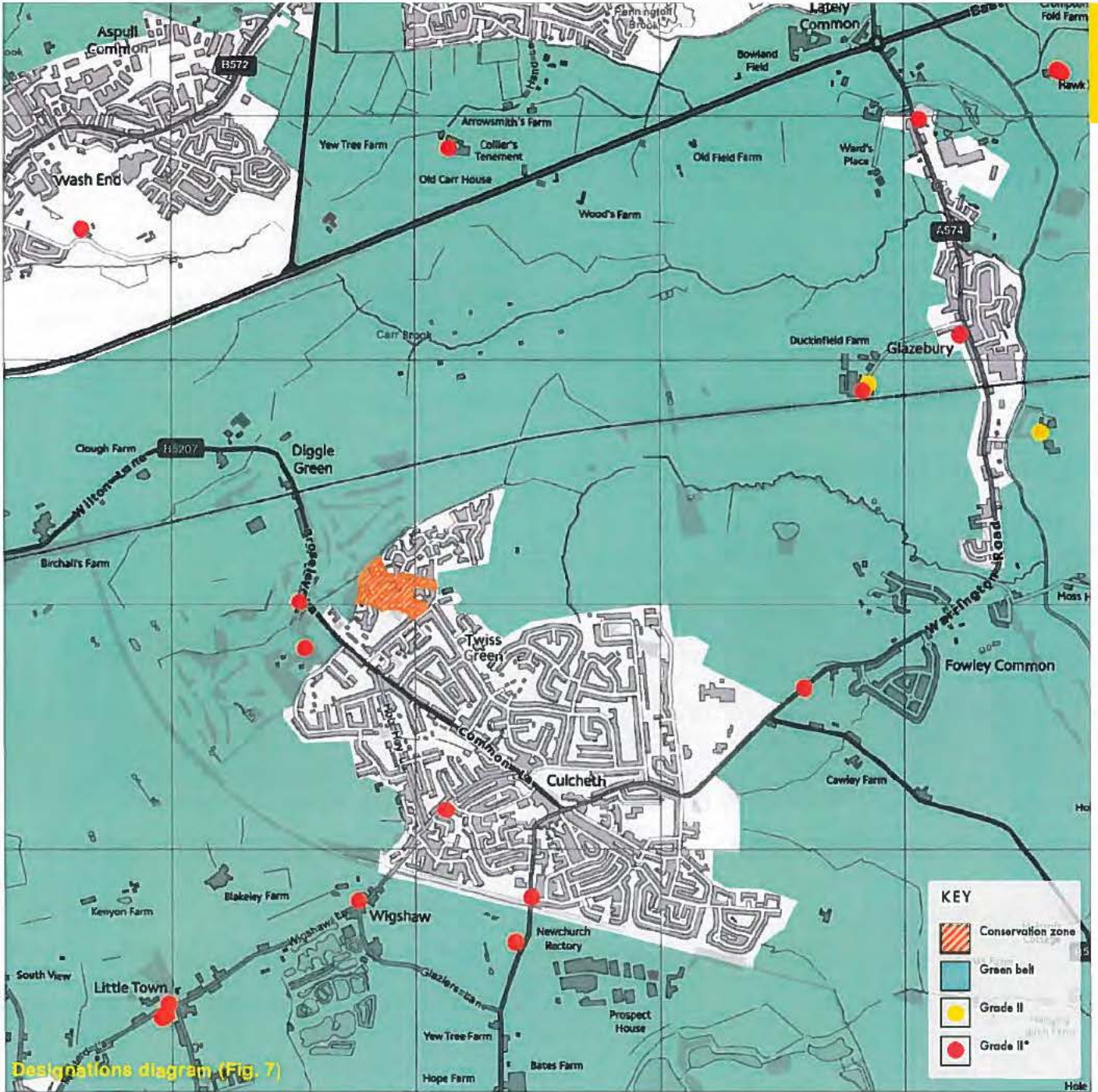
North of the railway line water bodies can be found, including the Carr Brook, which runs across the site East to West. Along this brook the pastoral grass land becomes more of a wetland with the appearance of tall rushes which run along the brooks banks.

The majority of the development land is open, mainly flat countryside. Small clusters of wooded areas sit within the site, the largest one being Hitchfield Wood, which sits south of the railway line to the east. Hedgerows can also be found, often demarcating field boundaries. These existing landscape

features have the effect of surrounding the site and limiting views of the site.

The northern edge of the site that meets the East Lancashire road is lined by a combination of mature trees and hedgerows which provide good screening of the site from the main road. The Eastern and Western edges are mainly defined by low hedgerows, looking out onto open grass land. The southern edge can be defined by either the railway line or looking further south, by the northern edge of Culcheth's housing developments.





Designations diagram (Fig. 7)

4.3 ecology

An ecological walkover assessment was undertaken at the proposed development area, which encompasses the Glazebury Depot site and surrounding agricultural fields situated between the A580 and the Liverpool to Manchester railway line.

Habitats

The dominant habitats found within the site include arable and poor semi-improved pasture form, alongside scattered hedgerows, scrub and tree lines. Additional habitats comprise a network of field ditches including Carr Brook crossing the central area of the site; and a number of ponds associated with field boundaries (Figure 8). The wider landscape is characterised by arable and pasture land. Pennington Flash Local Nature Reserve [LNR] is located approximately 1.05 km north of the site and is recognised for the diversity of fauna, including wildfowl and wetland birds. However, the site is isolated from the LNR by the A580, which represents a major barrier to the movement of fauna from the north.

Records indicate the presence of three non-statutory designated sites within 1.5 km of the site, comprising Hitchfield Wood Local Wildlife Site [LWS] (0.27 km south), Elean Acre Common LWS (0.97 km south) and Hope Carr Nature Reserve (0.75 km north-east). Future development of the Orica site is not anticipated to pose impacts to these LWS, due to distance and isolation (intervening roads, urban areas and the railway). No extensive areas of notable or rare habitats occur within the site.

Fauna

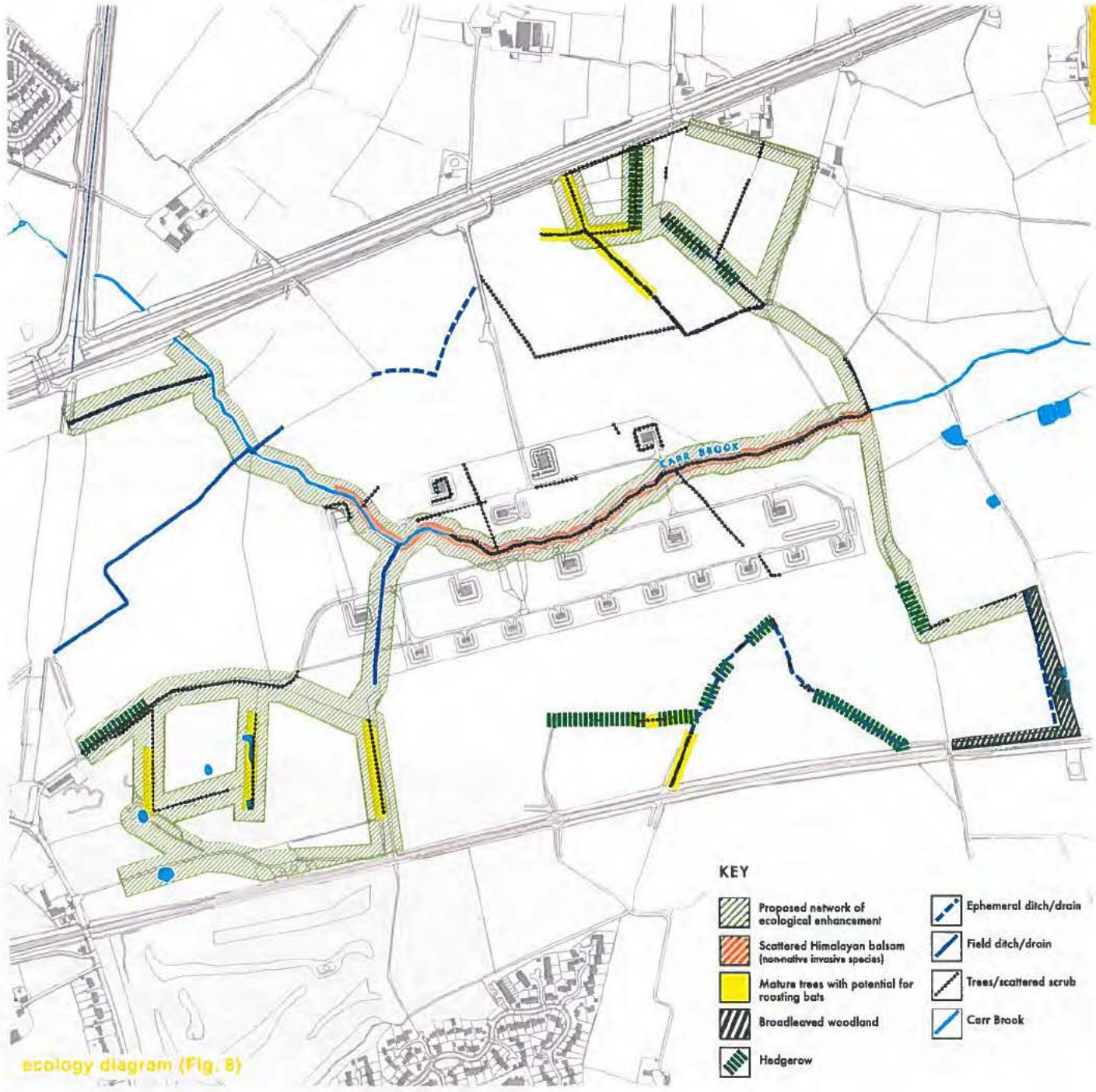
Existing opportunities for fauna within the site are largely restricted to boundary features. Tree lines and hedgerows offer suitable foraging and commuting routes for bats, whilst occasional mature trees provide potential bat roosting sites. Field boundaries within the site provide foraging and nesting resources for a range of tree and shrub nesting bird species, whilst open areas offer potential for ground nesting birds. No evidence of badger or other mammals was noted during the site walkover. Waterbodies and other natural feature on site were identified as having the potential as habitats for a range of species but detailed surveys to establish the presence of protected species was beyond the scope of this ecological as-

essment. Further ecological surveys will be carried out and stakeholders consulted at the appropriate stages.

Ecological Enhancement

The presence of linear habitats, such as the existing hedgerows, offers localised ecological constraints, however also provides suitable focus for future enhancements within the site and connectivity to the wider landscape. In accordance with the aims of Warrington Local Plan Core Strategy Policies CS6 and QE3, future development provides ample opportunity to enhance and create areas of green infrastructure and improve local ecological networks. Furthermore, if future surveys confirm the presence of protected species, these areas provide sufficient scope to implement any necessary mitigation or compensation measures. In conjunction with habitat enhancements (e.g. the linking of watercourses, hedgerows, etc.) it is anticipated that Carr Brook Garden will result in a net gain for biodiversity in the area.





ecology diagram (Fig. 8)

4.4 technical summary

The adjacent plan (Figure 9) spatially maps some of the key constraints and opportunities on site. Whilst there are a range of constraints on site none would preclude the site from residential development and all can be accommodated or mediated through the design process.

High pressure gas pipeline - The buried high pressure gas pipeline runs north-south along the eastern edge of the site. The HSE's land use planning methodology categorises land use zones above the pipeline (inner, middle and outer) and outlines suitable land uses for each zone. Housing development is not advised within the inner zone, but is permitted in the middle and outer zones.

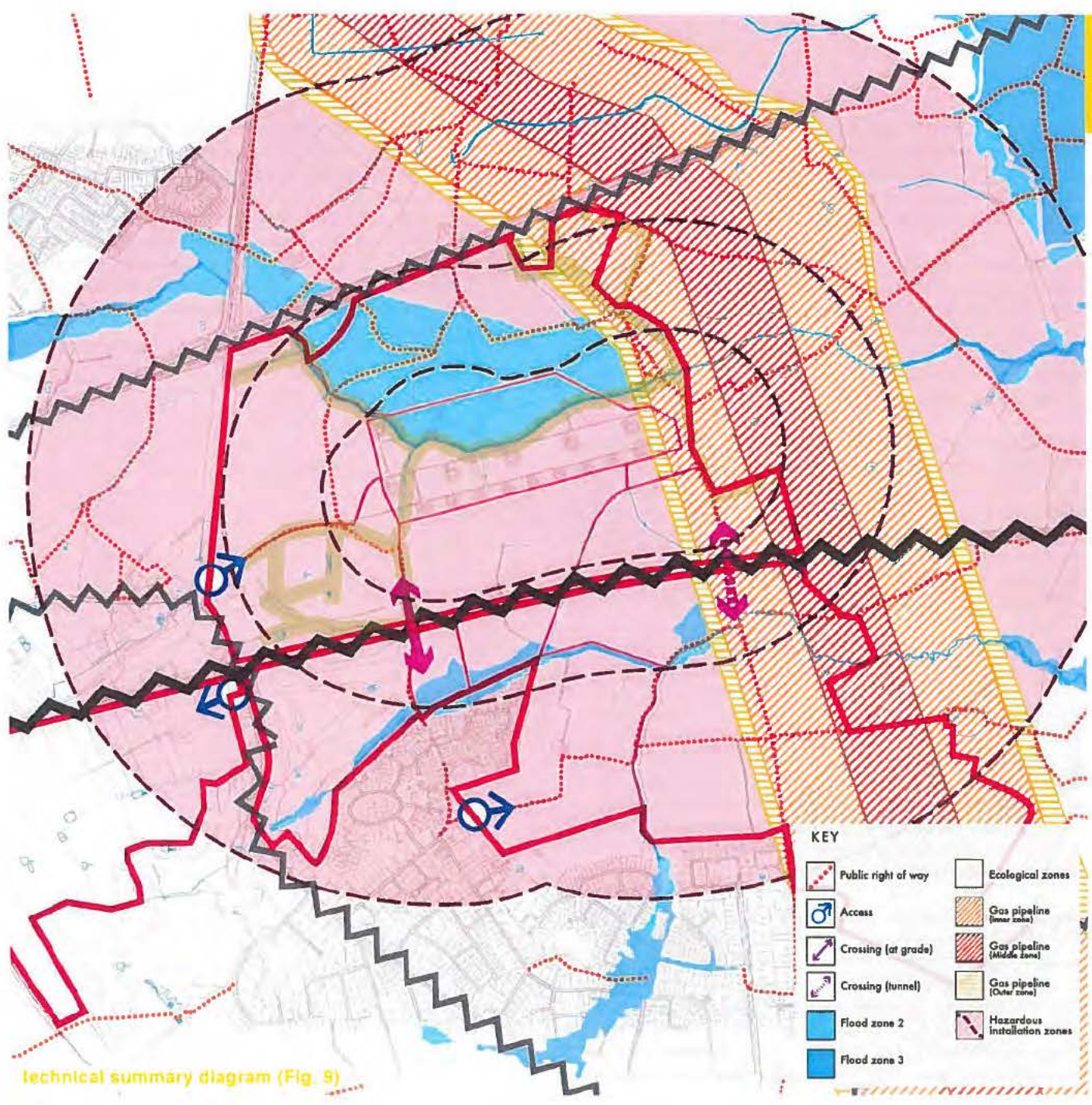
Ecology - The site comprises mostly of pastoral grass land. Hedgerows and tree lines provide good foraging habitat for local fauna, creating a wildlife corridor. It is important when designing the development that as much of this is retained as possible, and reinforced when feasible. Carr Brook also runs through the site. The brook can be designed into the development and act as a key feature which may sustain local wildlife whilst providing green space for the local residents.

Noise - The northern section of this site suffers from some noise pollution due to its proximity to the A580 East Lancashire Road. Although the road is mostly tree lined, traffic noise can be heard along the north edge of the site. A train line also cuts through the site, some points at grade and others elevated. Sound from the passing trains can be heard when near the tracks. Trains were not overly frequent and so do not create as much noise as the traffic on the East Lancashire Road. This can be mitigated by reinforcing this tree line, the incorporation of appropriate attenuation, and setting development back from the road.

Access & highways - The site can currently be accessed from 3 main access points. Two of these are from B5207 Broseley lane and one from the end of Twiss Green lane within a residential development. There is currently no direct connection onto the East Lancashire Road. There are many public rights of way that must be considered, many in everyday use. These routes lead to two railway crossing points. The one located to the West of the site is at grade, and the pedestrian

must cross by walking across the tracks. The second lies to the East of the site. Here the railway line is elevated allowing for a small pedestrian tunnel which provides access.

Flooding & drainage - There is some risk of flooding in the northern area of the site. This may be due to its close proximity to the Carr Brook and the fact that the land is mostly flat and low lying. This can be overcome using a variety of natural and flood engineering techniques and is not considered a barrier to development.



technical summary diagram (Fig. 9)

05

INITIAL MASTERPLANNING

- 5.1 a new garden settlement
- 5.2 shaping a new place
- 5.3 urban structure
- 5.4 illustrative framework





5.1 a new garden settlement

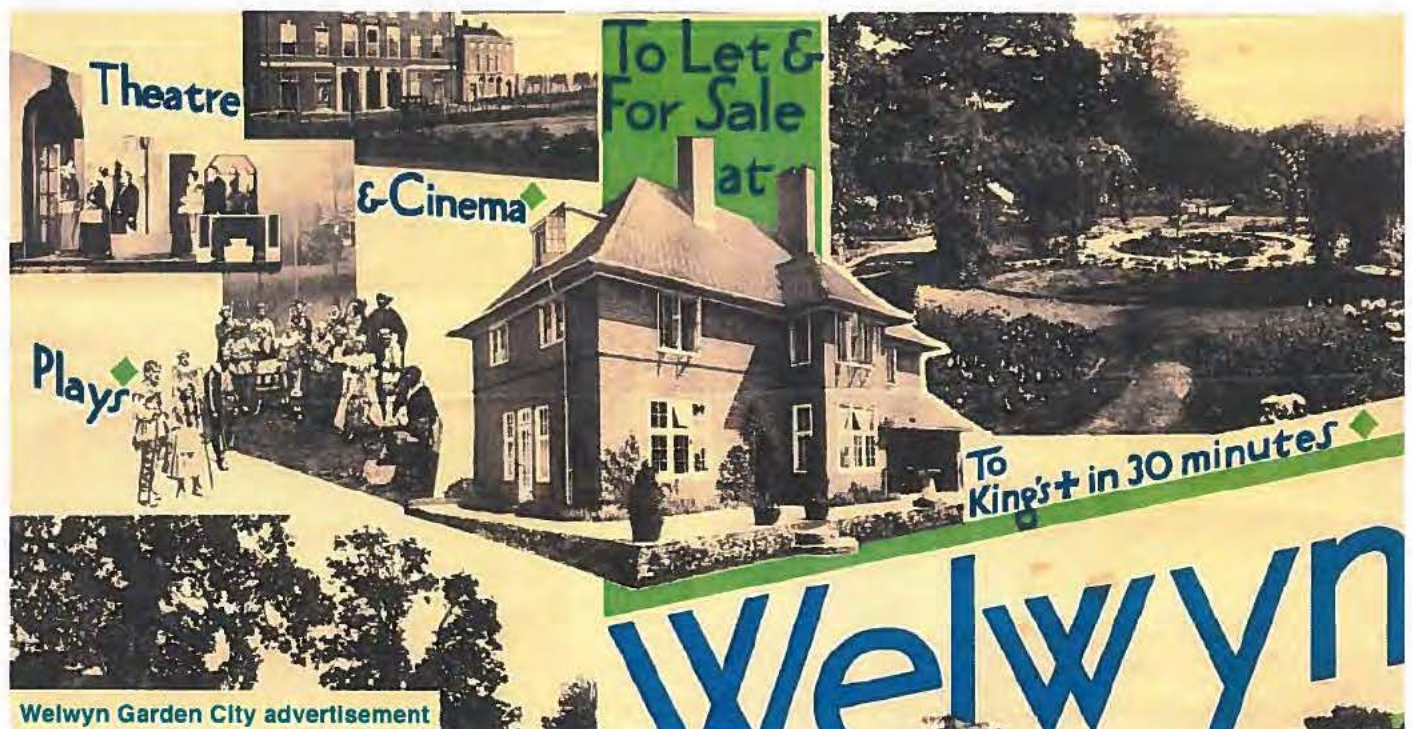
A new garden settlement

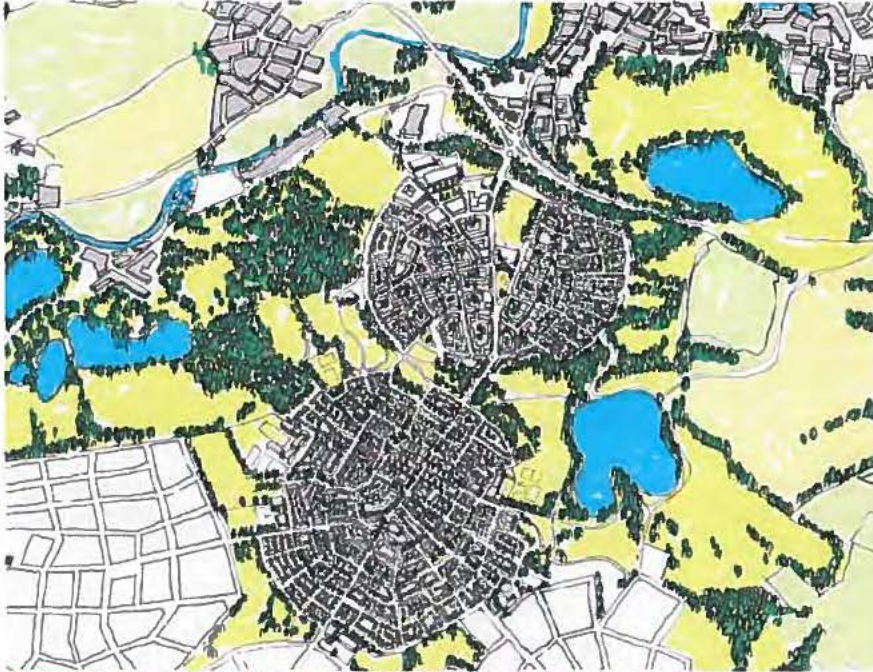
Pressures on the housing market and a need to dramatically increase the delivery of new homes has led to increased interest in Garden Villages and suburbs as a model for growth. They offer a sustainable and attractive means of reducing pressure on existing urban centres as well as growing existing communities in an environmentally sensitive manner. The fundamental principles associated with Garden Villages are well suited to this site.

Carr Brook Garden will be a new community fit for the future. It will be planned based on an updated set of principles, "Strong Community, Ordered Development and Environmental Quality" as set out in Ebenezer Howard's original concept but shaped to react to the new environmental and societal drivers we see today.

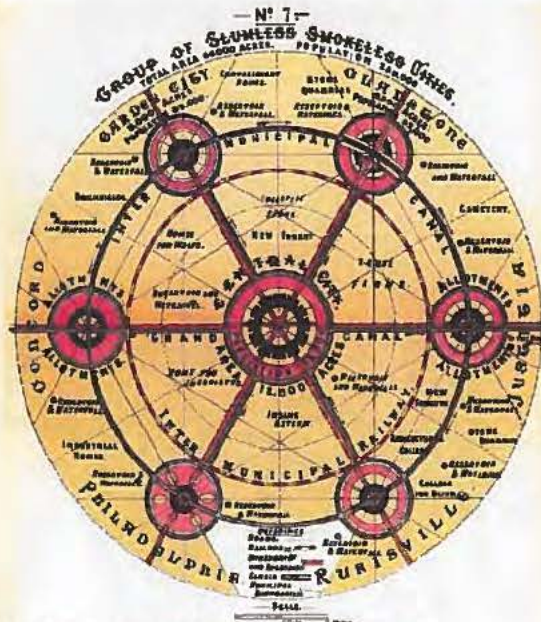
Carr Brook Garden will be a place that is:

- **People focused** – it will deliver a broad range of homes and rich and diverse environments, where people live, work and spend their leisure time. It will be shaped for and by the community that will live there.
- **Well-structured and adaptable** – influenced by traditional settlements and Garden Village principles but shaped for today's lifestyles and adaptable to tomorrow's demands.
- **A model for sustainable growth** - Carr Brook Garden will establish infrastructure networks and environmental features that sustain it in the future.





URBED's Winning entry for the 2014 Wolfson Economics Prize on new Garden Cities



Original Garden City concept by Ebenezer Howard

5.2 shaping a new place

Masterplan framework

The emerging masterplan for Carr Brook has been based on an understanding of:

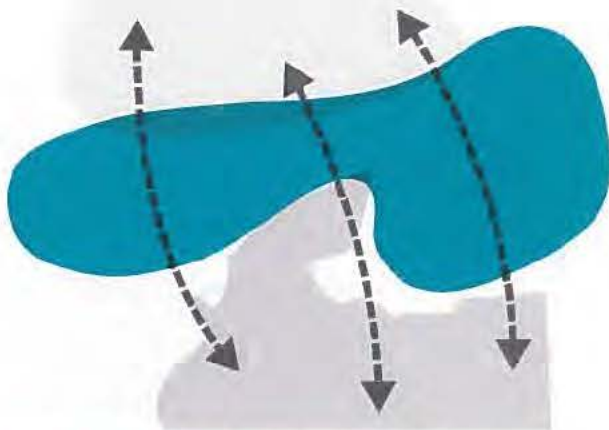
- The development context and relationship to other similar settlements around Culcheth;
- The physical conditions on Carr Brook, its opportunities and constraints; and,
- Current best practice and the study of exemplary developments of this scale.

Scale and form

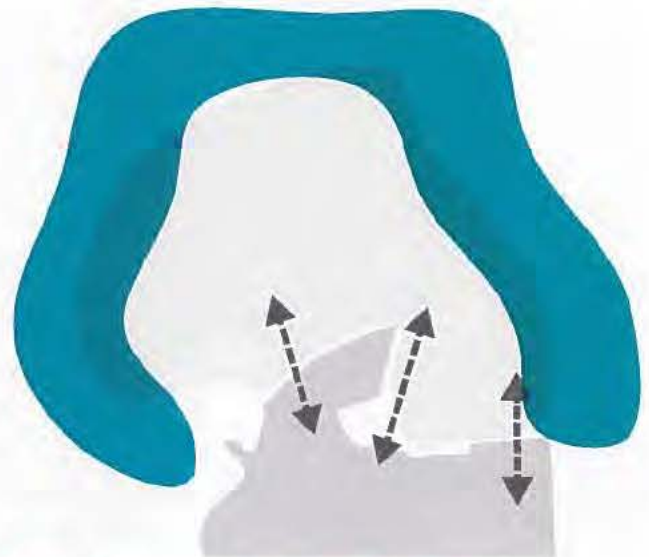
In developing initial designs for Carr Brook Garden a range of criteria have been considered. These include the scale, density, distribution of development and its relationship with the surrounding settlement of Culcheth, neighbouring communities and the wider landscape.

Development of ideas

- **A Garden Village** (Figure 10) – Located to the north of the existing rail line this would be distinct and separate from Culcheth but with strong physical connections to the existing village. This proposal could deliver up to 2,500 homes with local facilities and amenities. There is potential for employment use with road links to Leigh and the potential for a new rail halt on the Liverpool to Manchester railway.
- **A Garden Town** (Figure 11) - Expanding Culcheth to create a larger but more integrated place with a major transport interchange, connecting rail and bus services and a new strategic north-south road link between the A580 and M62. This has the potential to deliver around 4,500 new homes with a range of local retail and employment opportunities.



Concept diagram-garden village (Fig. 10)



Concept diagram-garden town (Fig. 11)

Carr Brook transport interchange

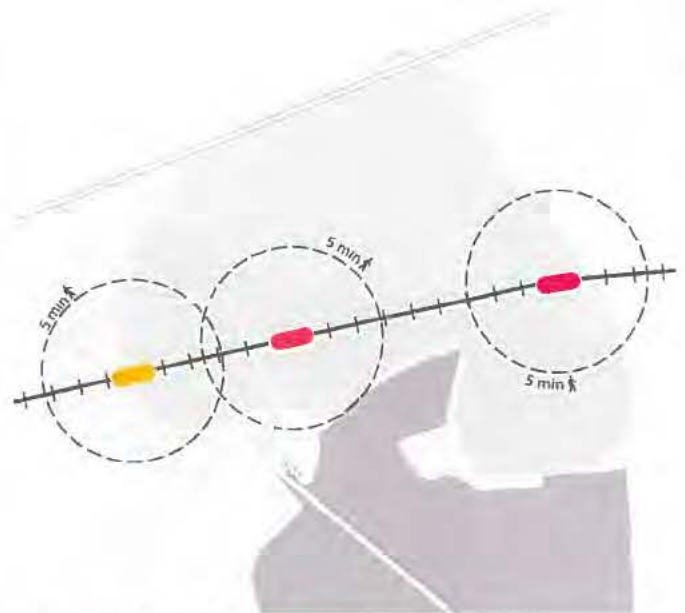
In the past Culcheth benefited from two railway stations, connecting the village's residents to major cities and towns in the region. The establishment of a new community at Carr Brook allows the opportunity to explore the re-opening of Kenyon Junction station. A station in this location would enable direct connection to Liverpool and Manchester for commuters, serving Carr Brook Garden, and Culcheth but also residents of Leigh, Land Side, Lowton, Aspull Common, Hope Carr, and Glazebury.

Previous studies have considered the potential for a new station in this location. The increased patronage and infrastructure investment which Carr Brook Garden can bring makes this a viable consideration. It also provides the opportunity of connecting with a broader range of locations and integration with other infrastructures.

A possible extension to the Leigh Guided Busway could create a regionally important transport interchange which could enable a Park & Ride facility. A potential north-south road link between the M62 and A580 could provide convenient access to this facility, whilst also providing load balancing potential to the existing highway network. Both of these options would dramatically enhance the business case for a new or re-opened station. In this way a new station can also act as the driver for the establishment of a welcoming and attractive mixed-use town centre providing facilities and services to the residents of Carr Brook Garden, Culcheth and surrounding areas.



Culcheth station in 1963.

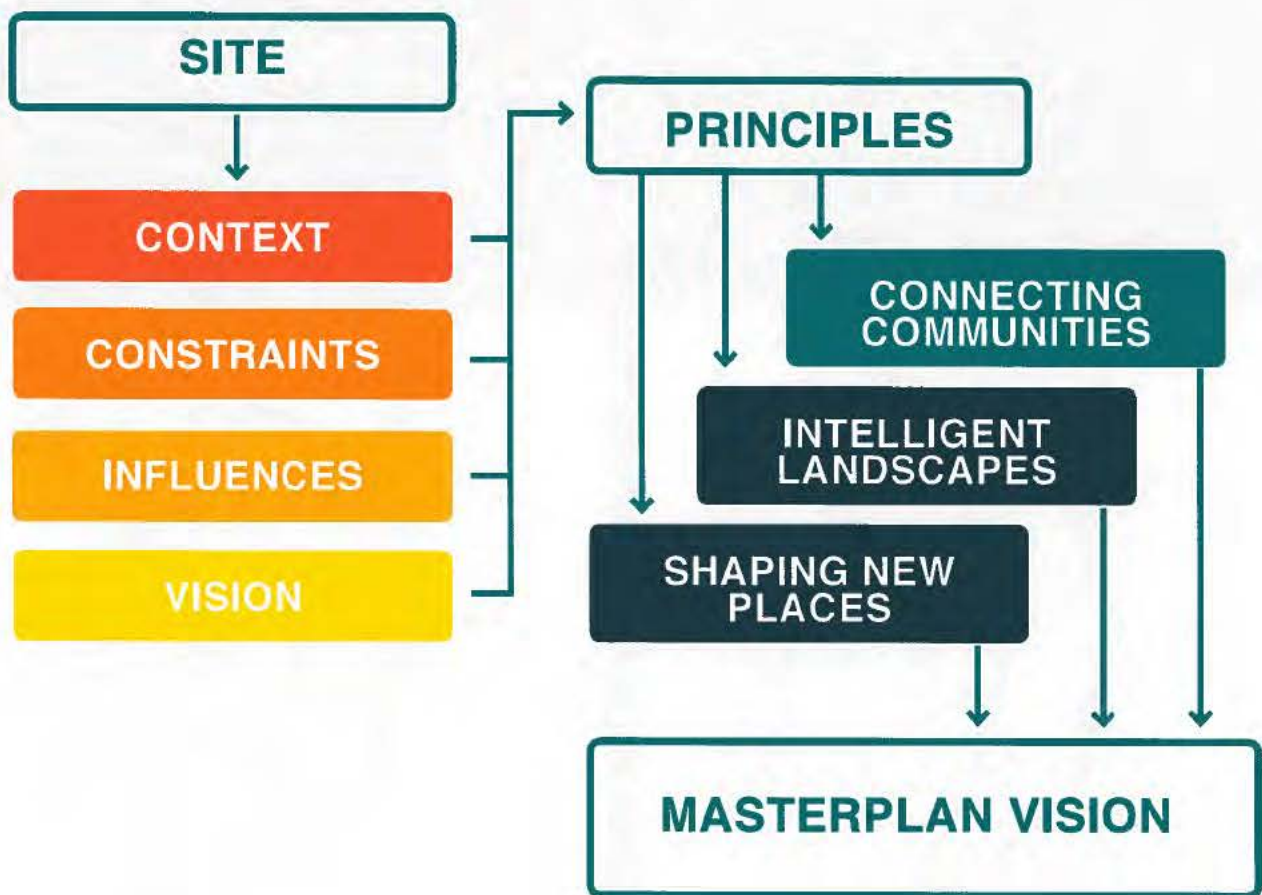


Possible train station locations (Fig. 12)

5.3 urban structure

Principled development

The Carr Brook Garden proposals have been shaped in response to the site and the characteristics of the Culcheth area. The following key principles generated the form of the proposals and will guide the development as the details of the proposals are refined through the ongoing masterplanning process.

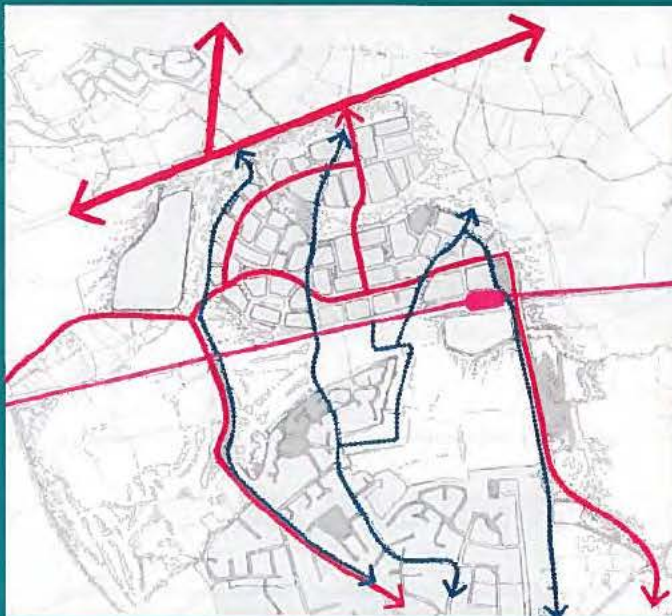


design development flow diagram (Fig. 13)

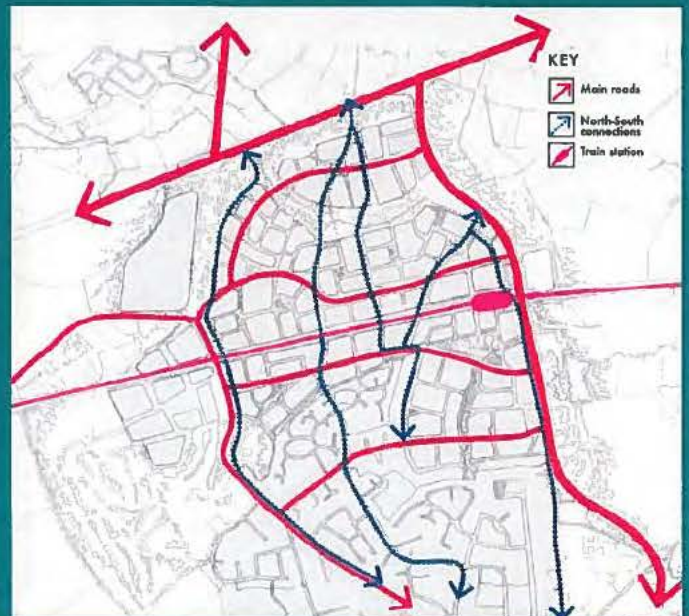
Connecting Communities

Proposals of this scope provide opportunities to consider the nature of relationships between existing places. By providing strategic infrastructure and improving connectivity Carr Brook Garden can bring lasting benefit to neighbouring communities.

The promotion of a new station on the main railway line through the area will provide lasting benefit, sustainably connecting Culcheth, Leigh and other neighbouring communities to Manchester and Liverpool. New road and bus links between Leigh and Culcheth to the West and a potential a new strategic link from the East Lancashire Road to the M62 to the east of Carr Brook Garden can enhance north-south connectivity.



garden village - access



garden town - access

Fig. 14

Intelligent Landscapes

The design process has been driven by the aim of providing a high-quality living environment that exists in harmony with its countryside setting. Carr Brook Garden will be a place defined by its landscape setting both in terms of an attractive internal structure and its relationship with existing neighbouring settlements.

The proposals seek to retain existing mature planting, hedgerows, water-bodies and other features wherever possible. Green spaces create strong landscape features around the Carr Brook creating the potential for new recreational resources and amenities. By blending these features with a new pedestrian focused network of streets a characterful new settlement can be generated from the outset.

The layout of Carr Brook Garden is purposefully set back from the East Lancashire Road, providing a landscape buffer with enhanced tree and hedgerow planting, which reinforces

the already strong visual separation between settlements either side of this arterial route. To the west of Carr Brook Garden a more dynamic relationship between the built environment and surrounding countryside can be established drawing in elements such as the Culcheth Linear Park and existing golf course to create a recreational green edge which will extend to the proposed HS2 alignment. To the east a new north-south route linking the settlement to Culcheth High School and the village centre (as well as potentially connecting the M62 through to the East Lancashire Road) create a strong edge to any new development. Beyond this land to the east of Carr Brook Garden has the potential for recreational use, providing visual separation between Carr Brook and Glazebury.

The wider structure will work in retention of existing landscape features such as tree planting, hedgerows and land drains, preserving and developing character and opportunities for bio-diversity.



garden village - landscape

garden town - landscape

Fig. 15

Shaping New Places

In shaping a new settlement we are influenced by the strategic movement and landscape features described above as well as the desire to create a sustainable pattern of walkable neighbourhoods.

These will be mixed in character, offering a range of uses and facilities such as schools, local retail, leisure and employment that can be delivered incrementally, alongside housing growth. As these features combine they create a dispersed local high street, running from the new train station in the east to an employment area in the west.

Alongside these new features the settlement will connect with existing facilities in Culcheth. Residents of Carr Brook and Culcheth can enjoy the benefits provided by these accessible facilities whilst still enjoying the natural setting and rural feel of smaller communities.



garden village - character

garden town - character

Fig. 16

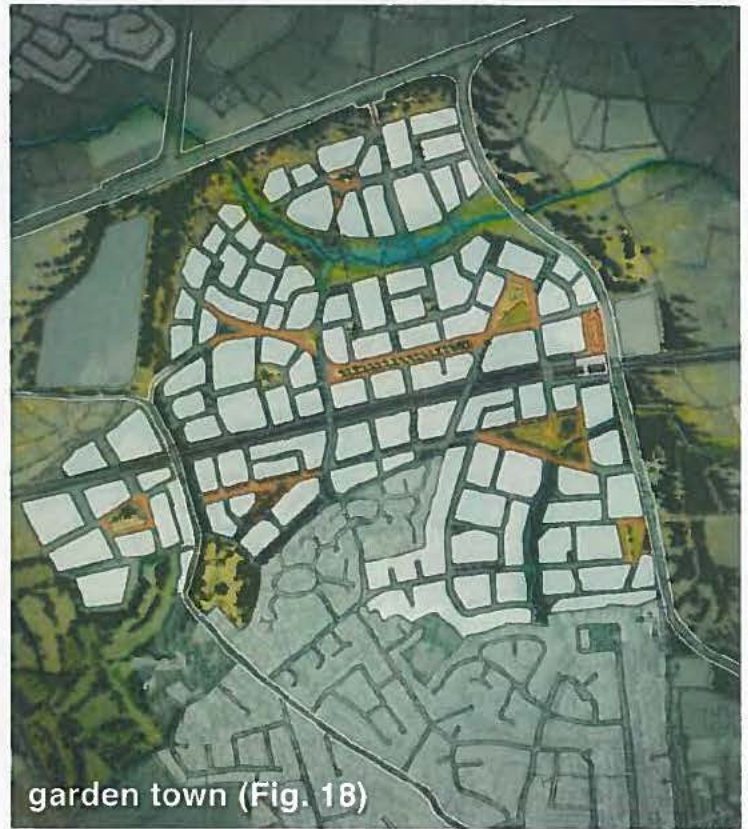
5.4 illustrative framework



garden village (Fig. 17)



The illustrative frameworks bring to life the two proposal options in their surrounding settings; garden village Figure 17 and garden town Figure 18.



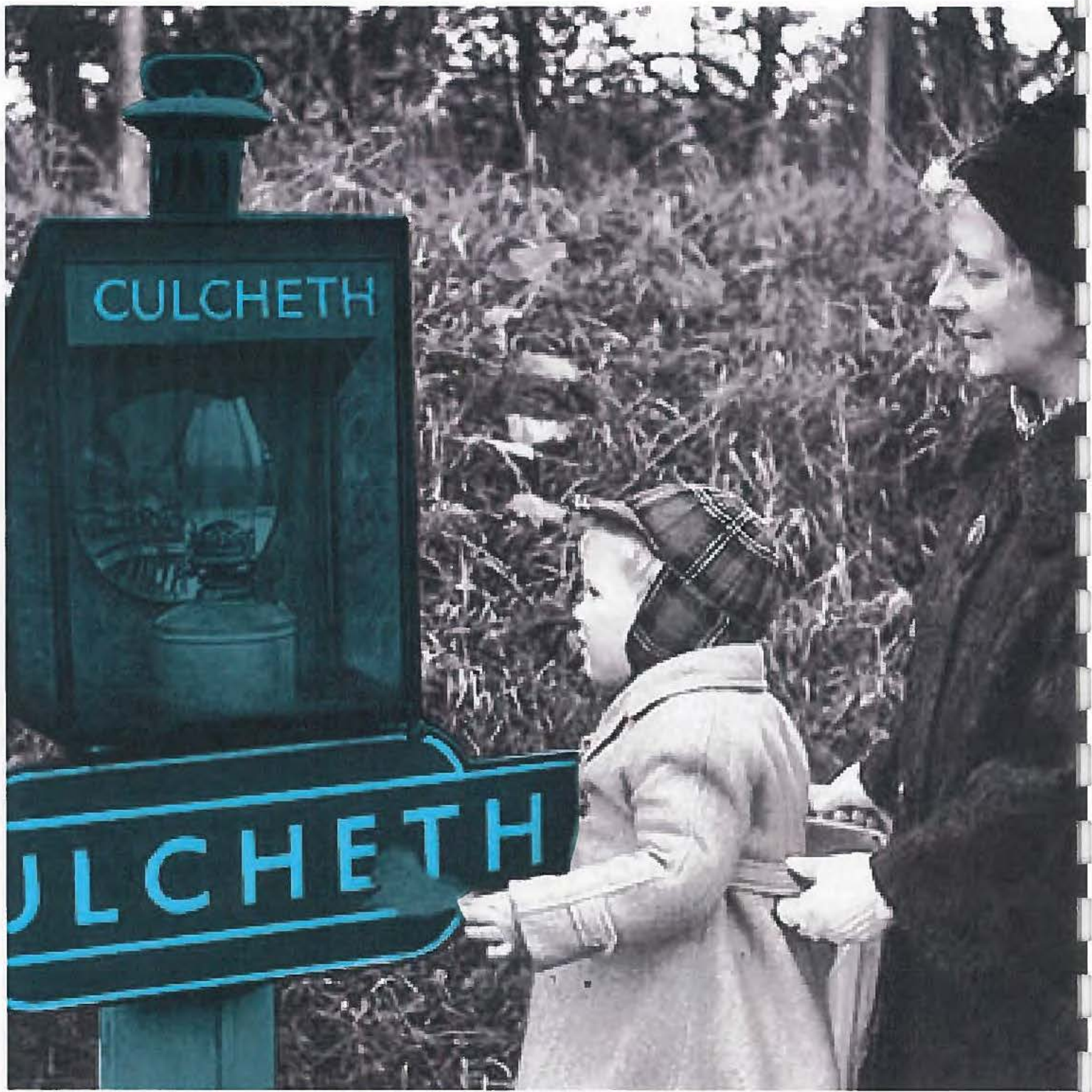
garden town (Fig. 18)

06

BENEFITS

- 6.1 economic, social & environmental benefits
- 6.2 deliverability





6.1 economic, social & environmental benefits

Social - The vision for the site is to integrate living, employment and social spaces and facilities that provide opportunities for all. The scale of Carr Brook Garden is such that it can deliver significant new physical and social infrastructure including a new local centre, a new primary school, sports and leisure facilities, direct access to the A580 and a new train station. It will also:

- Provide a choice of high quality homes across a mix of types, sizes and tenures to meet the needs of new residents and of the neighbouring communities;
- Deliver affordable housing to meet the identified needs of local residents;
- Attract and welcome new families to the area; and,
- Deliver accessible public open space and recreation space.

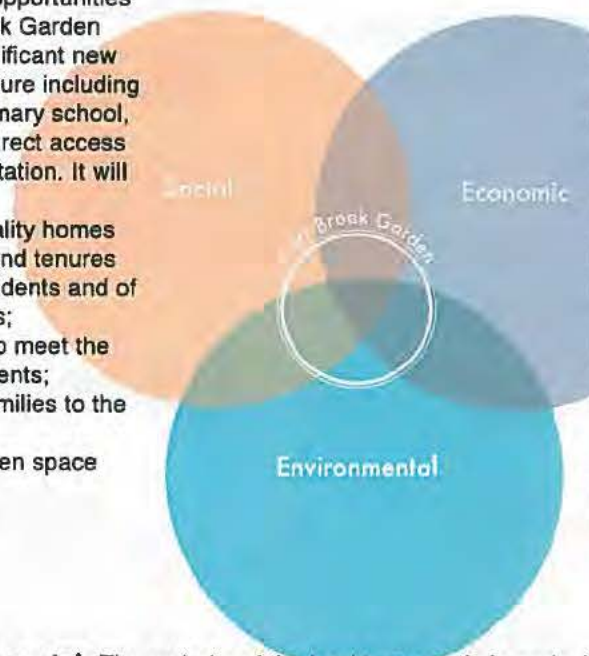
Economic - The delivery of Carr Brook Garden will bring about a number of economic and fiscal benefits (Figure 19) in terms of job creation, additional monies to the local authority and increased expenditure in the economy. This could, dependent on the scale of development adopted, potentially include:

1. Creation of between 265 and 485 construction jobs;
2. Delivery of between £2.3m and £4.7m GVA per annum through the construction period;
3. Resident expenditure would amount to between £19.8m and £35.6m per annum in the local area;
4. Between £14.6m and £26.4m in New Homes Bonus payments would be gained over a four year period; and,
5. Council Tax revenues would amount to between £3.5m and £6.3m per annum.

Environmental -The majority of the land is currently in agricultural use and so is of little ecological value. Although the proposals would result in the loss of greenfield land it also presents a number of opportunities in terms of providing additional tree cover and a network of greenspaces.

Where possible, the new development would retain and enhance ecological features of value and suitable ecological mitigation would be incorporated as necessary. The site also offers the opportunity for the retention and enhancement of landscaping and provision of SUDS which would provide ecological benefits.

Carr Brook Garden will not negatively impact upon any heritage or historic assets. It will be designed and built to a high standard, creating a new garden village balanced by recreational and open green spaces.





The proposal

2,500 - 4,500
New homes

Up to 30% affordable homes


Other details:
The local area would benefit from new education, health and community facilities, open space and green infrastructure, retail space and ambitions for a new railway station

Construction benefits




- £270m-£490m**
Construction value (estimated total construction cost)
- £14.6m-£26.6m**
Economic output (additional GVA p.a.)
- 265-485 Jobs**
Construction jobs (Full Time Equivalent jobs)
- 400-730 Jobs**
Supply chain jobs (Full Time Equivalent Indirect/Induced 'spin-off' jobs supported)

Operational and expenditure benefits



- £13.7m-£24.7m**
First occupation expenditure (spending to make a house 'feel like a home')
- 55-115 Direct jobs**
(additional Full Time Equivalent Jobs from new commercial space and community facilities)
- 15-30 Supply chain jobs**
(indirect/induced jobs supported)
- £19.8m-£35.6m**
Resident expenditure (within local shops and services p.a.)
- £2.3m-£4.7m GVA**
Economic output (additional GVA p.a.)

Local Authority revenue benefits



- £14.6m-£26.4m**
New Homes Bonus payments (over a 4 year period)
- £3.5m-£6.3m**
Council Tax revenues (p.a.)

economics Infograph (Fig. 19)

6.2 deliverability

Available

The Glazebury Depot land is under the single ownership of Orica. Ownership of the surrounding land is made up of a number of farmland and commercial landowners and they have all expressed interest in making their respective parcels of land available for development. Orica has a good understanding of the land ownership and the availability of land within the area proposed for development is well explored. It can be concluded that the site is available.

Achievable

Orica have undertaken a high level evaluation of the technical and environmental constraints that could prevent or restrict the development of the land to the north of Culcheth and this work has not identified any overriding constraint that will impede its delivery. It can be concluded that delivery of this site is achievable.

Suitable

Due to the proposed site's position in relation to Culcheth village the site's development will not have a significant detrimental impact on the form and character of the existing settlement. The development land is not subject to any heritage, ecological, environmental or landscape designations.

The existing railway line to the south of the proposed development area has been carefully incorporated within the proposed landscaping scheme to provide safe pedestrian and cyclist crossing points, which integrate with the existing public rights of way, to provide ease of access to Culcheth village.

Any existing constraints on the development site have been carefully considered and the masterplan designed to enhance links with the neighbouring communities. The land is positioned in a strategically significant location which through the addition of improved infrastructure can unlock the potential of the site benefiting the local communities and the wider borough of Warrington. It can be concluded that delivery of this site is suitable for the proposed development.

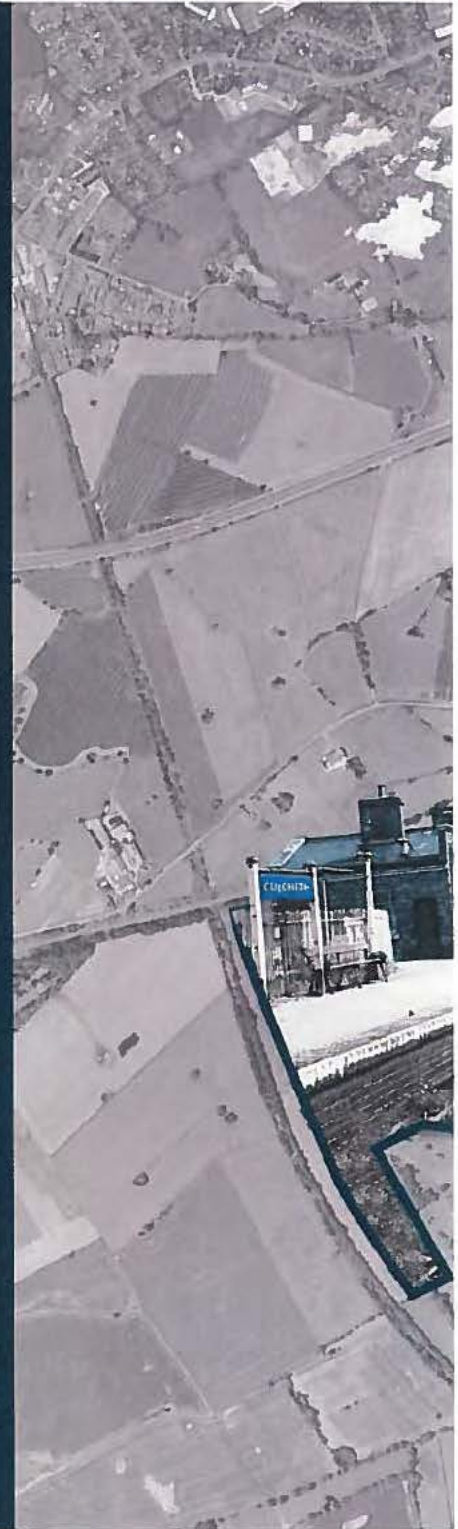




07

CONCLUSIONS

7.1 the case for change





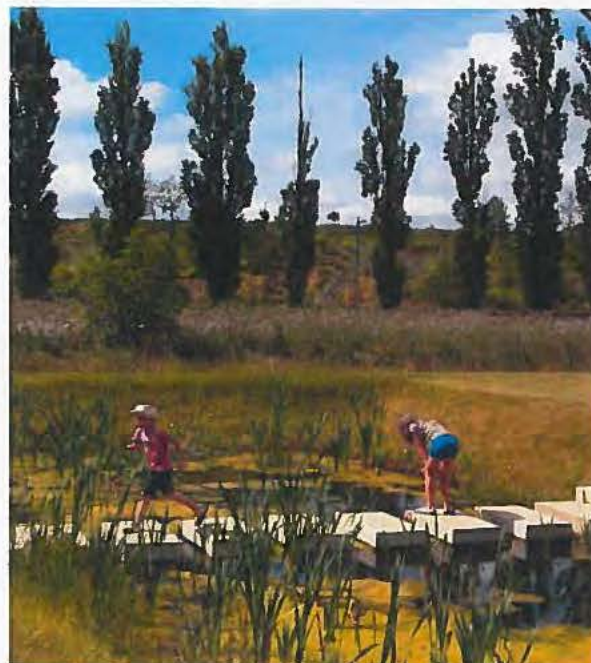
7.1 the case for change

Conclusions

The allocation of Carr Brook Garden for development would not only meet a significant proportion of Warrington's identified housing needs over the long term, but would also reduce the pressure on more sensitive locations across the region. The scale of growth envisaged at Carr Brook Garden would enable the delivery of sustainable transport and social infrastructure which could not be achieved if development were to be dispersed on smaller sites across the Borough. Carr Brook Garden therefore represents the most appropriate and sustainable solution to accommodate the housing needs of Warrington whilst also achieving the aspirations of the wider region and Northern Powerhouse agenda.

National planning policy recognises that the supply of new homes "...can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities..."

Carr Brook Garden provides a real opportunity to meet the development needs of the area in a sustainable and co-ordinated way whilst facilitating investment in strategic infrastructure, enhancing sustainability and economic growth across the Warrington region.





open
optimised environments

LICHFIELDS

 **ORICA**

