

Response 931

Respondent Details

Information	
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

PART A - About You

1. Please complete the following: Please note the email address (if provided below) will be sent a full copy of the submitted response and a unique ID number for future reference (pdf attachment).

Name of person completing the form: Nick Scott

Email address: [REDACTED]

2. What type of respondent are you? Please select all that apply.

An agent

3. Please complete the following:

Contact details	
Organisation name (if applicable)	Emery Planning
Agent name (if applicable)	Emery Planning
Address 1	1-4 Southpark Court
Address 2	Hobson Street
Postcode	SK10 4LF
Telephone number	[REDACTED]

PART B - Representation Form 1

1. To which part of the Local Plan does this representation relate? From the drop down list please select one option.

Policy DEV1 Housing Delivery

3. Do you consider the Draft Local Plan is: Please select one option in each row.

	Yes	No
Legally Compliant		
Sound		X
Compliant with the Duty to Co-operate		

4. If you have answered 'No' to any of the options in the above question then please give details in the box below of why you consider the Draft Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

Please see attached representations

6. Please set out what modification(s) you consider necessary to make the Draft Local Plan legally compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It would be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Please see attached representations

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? Please select one option.

Yes, I wish to participate at the oral examination (I understand details from Part A will be used for contact purposes)

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:
Please see attached representations

8. If you wish to upload documents to support your representation form then please select 'choose file' below. You can upload a max number of 2 files (up to 25MB each). If you are submitting more than one representation form please note: If this file upload supports more than one representation form then please do not attempt to upload the same file on subsequent forms. On additional representation forms please use the comments/file description box to type in the 'name of the file', or 'see previous form'. If the file upload is a different document for additional representation forms then please continue to upload the file as normal.

- File: Strategic representations to Warrington Submission - ADS Estates.pdf - [Download](#)

Comments/file description

Strategic Representations to the Warrington Local Plan Submission Version - submitted on behalf of ADS Estates

You have just completed a Representation Form for Policy DEV1 Housing Delivery. What would you like to do now? Please select one option.

Complete another Representation Form (Part B)

PART B - Representation Form 2

1. To which part of the Local Plan does this representation relate? From the drop down list please select one option.

Policy MD1 Waterfront (including Port Warrington)

2. Does your comment relate to a specific paragraph (s) or policy sub-number (s)? Please select one option.

If a paragraph or policy sub-number then please use the box below to list:
Please see attached representations

3. Do you consider the Draft Local Plan is: Please select one option in each row.

	Yes	No
Legally Compliant		
Sound		X
Compliant with the Duty to Co-operate		

4. If you have answered 'No' to any of the options in the above question then please give details in the box below of why you consider the Draft Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

Please see attached representations

6. Please set out what modification(s) you consider necessary to make the Draft Local Plan legally compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It would be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Please see attached representations

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? Please select one option.

Yes, I wish to participate at the oral examination (I understand details from Part A will be used for contact purposes)

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:
Please see attached representations

8. If you wish to upload documents to support your representation form then please select 'choose file' below. You can upload a max number of 2 files (up to 25MB each)

- File: Strategic representations to Warrington Submission - ADS Estates.pdf - [Download](#)

Comments/file description

Strategic Representations to Warrington Local Plan Submission Version submitted on behalf of ADS Estates

You have just completed a Representation Form for Policy MD1 Waterfront (including Port Warrington). What would you like to do now? Please select one option.

Complete another Representation Form (Part B)

PART B - Representation Form 3

1. To which part of the Local Plan does this representation relate? From the drop down list please select one option.

Policy MD2 Garden Suburb

2. Does your comment relate to a specific paragraph (s) or policy sub-number (s)? Please select one option.

If a paragraph or policy sub-number then please use the box below to list:
Please see attached representations

3. Do you consider the Draft Local Plan is: Please select one option in each row.

	Yes	No
Legally Compliant		
Sound		X
Compliant with the Duty to Co-operate		

4. If you have answered 'No' to any of the options in the above question then please give details in the box below of why you consider the Draft Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate. Please be as precise as possible.

Please see attached representations

6. Please set out what modification(s) you consider necessary to make the Draft Local Plan legally compliant or sound, having regard to the test you have identified above where this relates to soundness. (NB please note that any non-compliance with the duty to co-operate is incapable of modification at examination). You will need to say why this modification will make the Local Plan legally compliant or sound. It would be helpful if you are able to put forward your suggested revised wording of any policy or text. Please be as precise as possible.

Please see attached representations

7. If your representation is seeking a modification, do you consider it necessary to participate at the oral part of the examination? Please select one option.

Yes, I wish to participate at the oral examination (I understand details from Part A will be used for contact purposes)

If you wish to participate at the oral part of the examination, please outline why you consider this to be necessary:
Please see attached representations

8. If you wish to upload documents to support your representation form then please select 'choose file' below. You can upload a max number of 2 files (up to 25MB each)

- File: Strategic representations to Warrington Submission - ADS Estates.pdf - [Download](#)

Comments/file description

Strategic Representations to the Warrington Local Plan Submission Version submitted on behalf of ADS Estates

You have just completed a Representation Form for Policy MD2 Garden Suburb. What would you like to do now? Please select one option.

Complete another Representation Form (Part B)

PART B - Representation Form 4

1. To which part of the Local Plan does this representation relate? From the drop down list please select one option.

Policy MD3 South West Urban Extension

2. Does your comment relate to a specific paragraph (s) or policy sub-number (s)? Please select one option.

If a paragraph or policy sub-number then please use the box below to list:
Please see attached representations

3. Do you consider the Draft Local Plan is: Please select one option in each row.

	Yes	No
Legally Compliant		
Sound		X
Compliant with the Duty to Co-operate		



Representations to the Submission Draft (Policies DEV1, MD1, MD2, MD3 & ENV1)

Warrington Local Plan Regulation 19

for ADS Estates Ltd

Emery Planning project number: 19-202



Project : 19-202
Site address :
Client : ADS Estates Ltd

Date : 17 June 2019
Author : Caroline Payne

This report has been prepared for the client by Emery Planning with all reasonable skill, care and diligence.

No part of this document may be reproduced without the prior written approval of Emery Planning.

Emery Planning Partnership Limited
trading as Emery Planning.

Contents:

1. Introduction	1
2. National Planning Policy and Guidance	2
3. Policy DEV1: Housing requirement	4
4. Policy DEV1: Housing land supply	15
5. Chapter 10: Main development areas and site allocations	31
6. Safeguarded land	37
7. Site-selection process	39
8. Policy ENV1 – Waste Management	40
9. Summary and conclusions	43

1. Introduction

- 1.1 These representations are submitted in relation to the public consultation on the Proposed Submission Version of the Warrington Local Plan published in March 2019.
- 1.2 We have significant concerns in relation to the proposed housing requirement and housing land supply. In particular we consider that the anticipated supply from SHLAA sites during the plan period has been significantly over-estimated. We also have concerns in relation to the anticipated timescales for delivery on the strategic allocations. As a result, we consider that insufficient allocations have been identified to meet the housing requirement.
- 1.3 Therefore to boost significantly the supply of housing land, we consider that additional allocations are required, particularly allocations of a smaller scale, which can come forward quickly to meet identified needs in the short term, unburdened by significant infrastructure requirements. We do not consider that the plan should be submitted for examination until these fundamental issues of soundness have been resolved.

2. National Planning Policy and Guidance

National Planning Policy Framework

2.1 The revised Framework was published in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. The purpose of the planning system is to contribute to the achievement of sustainable development. The Framework, taken as a whole, constitutes the Government's view of what sustainable development in England means in practice for the planning system.

2.2 Paragraph 11 requires plans and decisions to apply a presumption in favour of sustainable development. For plan-making this means that:

a) plans should positively seek opportunities to meet the development needs of their area, and be sufficiently flexible to adapt to rapid change;

b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, unless:

i. the application of policies in the Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

2.3 Paragraph 35 provides the following in relation to soundness:

35. Local plans and spatial development strategies are examined to assess whether they have been prepared in accordance with legal and procedural requirements, and whether they are sound. Plans are 'sound' if they are:

a) Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs [19]; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

b) Justified – an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence;

c) Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

d) Consistent with national policy – enabling the delivery of sustainable development in accordance with the policies in this Framework.

19. Where this relates to housing, such needs should be assessed using a clear and justified method, as set out in paragraph 60 of this Framework.

National Planning Practice Guidance (PPG)

- 2.4 The PPG was launched in March 2014. It replaced a number of practice guidance documents that were deleted when the PPG was published. Local Plan making is addressed under Section 12.

3. Policy DEV1: Housing requirement

3.1 Policy DEV1 sets a minimum requirement of 18,900 new dwellings for the period 2017 to 2037, at a rate of 847 dwellings per annum for the first 5 years from 2017 to 2021 and 978 dwellings per annum for the following 15 years from 2022 to 2037.

3.2 Paragraph 60 of the Framework provides:

"To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment, conducted using the standard method in national planning guidance – unless exceptional circumstances justify an alternative approach which also reflects current and future demographic trends and market signals. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for."

3.3 Local Housing Need is defined in Annex 2 of the Framework:

"The number of homes identified as being needed through the application of the standard method set out in national planning guidance (or, in the context of preparing strategic policies only, this may be calculated using a justified alternative approach as provided for in paragraph 60 of this Framework)."

3.4 The application of the standard methodology for Warrington results in a minimum local housing need of 909dpa based on the 2014-based household projections and following an adjustment to take account of affordability. However, the Council has chosen to identify a higher figure on the basis of an alternative approach. Paragraph 4.1.6 of the Submission Draft explains that the target has been set to ensure that there are sufficient homes to meet the Council's economic growth aspirations and to address affordability problems experienced by Warrington's younger residents who are struggling to get on the housing ladder.

3.5 The wider context is that using data published in September 2017 as part of the *Planning for the right homes in the right places* consultation, the standard method would, in aggregate, plan for around 266,000 homes across England. As the Government explained in the technical consultation on updates to national planning policy and guidance (October 2018), the Government expects the gap to be bridged by ambitious authorities going above their local housing need, including through housing deals with the Government.

3.6 Paragraph 2a-010 of the NPPG provides the following guidance :

“When might it be appropriate to plan for a higher housing need figure than the standard method indicates?”

The government is committed to ensuring that more homes are built and supports ambitious authorities who want to plan for growth. The standard method for assessing local housing need provides a minimum starting point in determining the number of homes needed in an area. It does not attempt to predict the impact that future government policies, changing economic circumstances or other factors might have on demographic behaviour. Therefore, there will be circumstances where it is appropriate to consider whether actual housing need is higher than the standard method indicates.

This will need to be assessed prior to, and separate from, considering how much of the overall need can be accommodated (and then translated into a housing requirement figure for the strategic policies in the plan). Circumstances where this may be appropriate include, but are not limited to situations where increases in housing need are likely to exceed past trends because of:

- growth strategies for the area that are likely to be deliverable, for example where funding is in place to promote and facilitate additional growth (e.g. Housing Deals);*
- strategic infrastructure improvements that are likely to drive an increase in the homes needed locally; or*
- an authority agreeing to take on unmet need from neighbouring authorities, as set out in a statement of common ground;*

There may, occasionally, also be situations where previous levels of housing delivery in an area, or previous assessments of need (such as a recently-produced Strategic Housing Market Assessment) are significantly greater than the outcome from the standard method. Authorities will need to take this into account when considering whether it is appropriate to plan for a higher level of need than the standard model suggests.”

3.7 The circumstances in Warrington provide clear justification for the application of an alternative method in accordance with the Framework and paragraph 2a-010 of the NPPG. These are as follows:

- There is a growth strategy in the area in the form of the Cheshire and Warrington Growth Deal, which provides funding to promote and facilitate additional growth.
- Recommendation 3 of the Update to the Economic Development Needs Assessment (EDNA)(2019) (see paragraph 8.10) states that the Oxford Baseline jobs forecast appears to underestimate the likely jobs generation from Warrington’s potential future economic growth, allowing for policy and wider sub-regional change. The Economic Development Needs Assessment

therefore recommends that local policy looks to the Policy On Strategic Economic Plan (SEP) Scenarios (particularly Sensitivity Test Two: Variation on the Strategic Economic Plan) additional to the Oxford Baseline as more realistic indications of the numbers of jobs likely to be created.

- Warrington is committed to working with the LEP to deliver the Cheshire and Warrington Local Enterprise Partnership SEP (2017). There is a clear need for Warrington to align and maintain the identified employment growth within the SEP.

3.8 Having established that an alternative approach should be applied, paragraph 2a-015 of the Framework provides the following in relation to how such an approach would be tested at examination:

"If authorities use a different method how will this be tested at examination?"

Where a strategic policy-making authority can show that an alternative approach identifies a need higher than using the standard method, and that it adequately reflects current and future demographic trends and market signals, the approach can be considered sound as it will have exceeded the minimum starting point."

3.9 It is not simply the case, therefore, that a figure higher than the minimum starting point will be considered sound. It is necessary to demonstrate that the alternative method adequately reflects current and future demographic trends and market signals.

3.10 We therefore now turn to the alternative method applied by the Council, as set out in the Local Needs Housing Assessment (LHNA) (March 2019).

Cheshire and Warrington Growth Deal

3.11 Cheshire and Warrington has a Growth Deal with the Government. The following summary is provided on the first page of the document:

"The Cheshire and Warrington LEP has secured £142.7m from the Government's Local Growth Fund to support economic growth in the area – with £15.3m of new funding confirmed for 2015/16 and 36.7m for 2016/17 to 2021. This includes:

- *As part of the Government's ongoing commitment to the Cheshire and Warrington LEP an indicative award of a further £71.7m of funding for projects starting in 2016 and beyond; and £19m of funding which the Government has previously committed as part of Local Growth Deal funding to the area.*

- *The substantial investment from Government will bring forward at least £50m of additional investment from local partners and the private sector. Combined together this will create a total investment package of £192.7m for the Cheshire and Warrington area."*

3.12 In 2015 the Cheshire and Warrington Local Enterprise Partnership agreed an expansion to its Growth Deal with the Government which will see an extra £15.13m invested in Cheshire and Warrington between 2016 and 2021. This is in addition to the £142.7m of funding committed by the Government on 7 July 2014. Over the lifetime of its Deal (2015-2021) the Cheshire and Warrington Local Enterprise Partnership estimates that up to 12,000 new jobs could be created, 5,000 new homes built and that it has the potential to generate £280m public and private investment.

3.13 In view of the Government's stated expectation that authorities with Growth Deals will go above their minimum local housing need under the standard method, it should be viewed as extremely disappointing that the Council has decided to pursue a requirement which is only marginally higher than local housing need, and lower than the Preferred Options draft. In our view, the Council's approach is directly contrary to the Government's objective of boosting significantly the supply of housing land.

Alignment with employment growth

3.14 In accordance with paragraph 2a-015 of the NPPG, the alternative method must adequately reflect current and future demographic trends and market signals. The basis for the alternative method is to align housing growth with the plan's projected employment growth.

3.15 The LHNA reaches the broad conclusion that the Oxford Economic baseline growth is likely to be too low (12,700 jobs over the 2017-37 period). We concur with this conclusion which is consistent with the EDNA which states at paragraph 7.60 that:

"It is logical to assume that the Oxford Baseline jobs forecast...underestimates the real number of jobs that will be created."

3.16 The LHNA then goes on to reach the conclusion that the SEP growth is likely to be too high. It refers to the SEP growth as 24,800 jobs over the 2017-37 period. No justification is given as to why this is considered too high. Furthermore, the EDNA explains at paragraph 6.65 that the figure of 24,800 jobs was used to determine the housing numbers within the Preferred

Development Option document. Paragraph 6.58 of the EDNA clarifies that the SEP employment growth figure for Warrington to 2037 is 27,965. It explains that:

"If the 2017 work which developed the SEP, are apportioned on this basis, the employment growth predicted in the SEP would suggest that Warrington would increase its employment by 32,160 jobs to 2040 (or on a straight-line basis 27,965 by 2037)."

3.17 As the LHNA discounts the above options, the housing need figure of 945 dpa is therefore based on an adjusted SEP growth taking into account the lower baseline growth which results in an adjusted growth of 19,100 jobs over the 2017-27 period. This calculation is set out in Table 3 of the LHNA as shown below.

Table 3: Updating the Strategic Economic Plan (job growth estimates)

	Total 2017-37	Per annum
Old OE Baseline	18,420	921
Original SEP	24,800	1,240
Difference	6,380	319
New OE Baseline	12,700	635
+ Uplift	+6380	+319
Revised SEP	19,080	954

Source: OE January 2018 and GL Hearn

3.18 We consider this approach is too simplistic based on the origins of the adjustment to the SEP figure.

3.19 Furthermore, we raise concerns that the chosen jobs growth figure is extremely conservative as future jobs growth would be significantly below past long term trends. The LHNA considers the 'past trend' option at paragraph 3.13 to 3.17. It states that this would result in an annual jobs growth of over 2,100 per annum. This option is discounted for the following reasons:

"...the 1997-2010 period was one of very strong growth connected to the digital economy, internet shopping, the expanding public sector under the previous Labour Government. More locally strategic growth in Warrington including the development of Birchwood Park and the significant amount of jobs brought with it. It also includes other strategic growth including University Campus, a new intensive care unit and hospital wing at Warrington Hospital and Warrington Interchange.

More widely changes in the world economy (slowing of Chinese Economy, American isolation policies) and national economy (Brexit and continued austerity) are likely to slow the future rate of growth in comparison to historic rate. Extrapolating these levels of growth is therefore not reflective of a realistic level of growth a view shared by the leading economic forecasters."

- 3.20 It omits to mention that the past data is inclusive of the worst economic recession since records began. Considering this, it is unrealistic to expect future growth to be less than half the rate of past trends. Consequently, it is considered that the Council's justification for disregarding past historic rates is not sufficient and is not consistent with the overall aims of the plan.
- 3.21 We note that the EDNA considers different scenarios to establish the requirement for employment land. The preferred OAN forecast method for calculating employment land is a forward projection of land take up i.e. it takes Warrington's past market performance as a measure of likely future change (paragraph 7.59). It is unclear therefore why this is an unacceptable basis for calculating jobs growth.
- 3.22 Warrington has significantly outperformed other parts of the region in terms of delivering employment land and jobs growth. Growth initiatives such as the Liverpool Superport and growth prospects at the M56/M6 Junction and Port Warrington suggest that strong growth will continue. The approach selected does not reflect the strategically significant location of Warrington, in particular having regard to its connections to the M6, M56 and M62 and the wider policy aspirations for Warrington.
- 3.23 Warrington is seeking a jobs growth figure substantially lower than past trends which is inconsistent with the overall aims of the Local Plan.
- 3.24 Finally, we have concerns in relation to a number of the demographic assumptions applied in the LHNA:
- The assumed rate of double jobbing for Warrington is 3.1%. This is based on the proportion of people with more than one job using data from the Annual Population Survey. This is not considered to be directly applicable to the full time jobs created through the employment allocations in the emerging plan. In our view no such discount should be made.
 - Table 49 of the LHNA identifies the need for around 20% of new homes in Warrington to be provided to accommodate older persons. It is not clear from the evidence base how this has been factored into the jobs growth figure. It is considered that an uplift should be built into the requirement to ensure that the needs of older people are met.

3.25 In summary, the above factors indicate that additional dwellings are needed to align housing growth with jobs growth.

Market signals and affordable housing

3.26 The LHNA assesses affordable housing need against the SHMA (which had a base date of 2014). This assessment shows that the affordable need has increased from 250 per annum in the SHMA to 377 per annum. The LHNA analysis identifies a notable need for affordable housing, and it is clear that the provision of new affordable housing continues to be an important and pressing issue in the Borough.

3.27 Paragraph 2a-024 of the NPPG states:

"An increase in the total housing figures included in the plan may need to be considered where it could help deliver the required number of affordable homes."

[ID: 2a-024-20190220]

3.28 The LHNA states at paragraph 4.52 that:

"... the Council could be justified in increasing overall housing delivery to ensure the affordable housing need is met as best as possible. Indeed, any number above the standard methodology will also be delivering more affordable housing through developer contributions thus addressing this need sooner. "

3.29 We reiterate our previous comments that the proposed requirement would not align with jobs growth and economic aspirations. Furthermore, despite the notable need for affordable housing and the identification of a higher need than previously estimated in the SHMA, there is no uplift proposed to meet affordable housing needs.

3.30 The Viability Assessment (March 2019) prepared by BNP Paribas Real Estate tests the ability of the 14 potential strategic site allocations to absorb the requirements of the emerging Local Plan. The testing of the site allocations indicates that an emerging requirement of 20% affordable housing in the Town Centre and Inner Warrington and 30% affordable housing elsewhere will be viable over the plan period. The viability of the SHLAA sites does not appear to have been tested. There is therefore a heavy reliance on SHLAA sites and it is unclear how much affordable housing this will yield. In our view, the proposed requirement would fail to address issues of affordability.

Allowance for demolitions/clearance

- 3.31 The text should be amended to clarify that the requirement is a net figure. Furthermore, an allowance should be made for demolitions both in the housing requirement and the identified supply.
- 3.32 The annual monitoring reports for the years 2015/16, 2016/17 and 2017/18 indicate that demolitions in those years were relatively low standing at 20, 8 and 26 respectively. However, information before this time is limited. For example Table 2.4 of the SHLAA sets out the total number of gross completions over the period 2007/2008. The graph on page 15 of the 2018 Annual Monitoring Report shows completions from 2006/2007 through to 2017/2018. These figures are a net figure for 2016/17 and 2017/18 but pre this time the figures shown appear to be gross completions consistent with the figures set out in Table 2.4 of the SHLAA.
- 3.33 The evidence base should be updated to provide a clear position on the level of historic clearance that has taken place to enable an allowance to be built into the housing requirement.

Flexibility

- 3.34 Table 1: "Land Requirements over the Plan Period" includes a flexibility allowance of 10%. We note and are in agreement that this has increased from 5% in the Preferred Options consultation. We remain of the view that having regard to past delivery rates in Warrington and the consistent failure to meet housing requirements as highlighted by the Housing Delivery Test, a flexibility allowance of 20% should be built into the Local Plan. A report by the Local Plans Expert Group to the Communities Secretary and the Minister of Housing and Planning in March 2016 recommends that Local Plans should include a mechanism for the release of developable 'Reserve Sites' equivalent to 20% of their total housing requirement. This approach would give a reasonable degree of security that should sites not deliver at the rates anticipated, a 5 year housing land supply could still be maintained.

Phasing of housing

- 3.35 Policy DEV1 5 proposes that the housing requirement is to be stepped with 847 dwellings delivered per annum between 2017 and 2021 and 978 dwellings per annum from 2022 to 2037. We object to this approach.

- 3.36 The proposed phasing is not consistent with the assessment of local housing need, which even applying the standard methodology is 909dpa for the period 2017-2037. There is no evidence to suggest that the need will be less in the early years of the plan period.
- 3.37 The proposed phased approach is contrary to paragraph 59 of the Framework which requires the Council to support the Government's objective of 'significantly boosting' the supply of homes by bringing forward a sufficient amount and variety of land where it is needed. The Submission Version Local Plan is effectively proposing that unmet need should not just persist for a longer period but actually continue to accumulate for the first 5 years of the plan.
- 3.38 Paragraph 3-034 of the PPG provides the following guidance in relation to stepped or phased requirements:

"A stepped requirement may be appropriate where there is to be a significant change in the level of housing requirement between emerging and previous policies and/or where strategic sites will have a phased delivery or are likely to be delivered later in the plan period. Strategic policy-makers will need to set out evidence to support using stepped requirement figures, and not seek to unnecessarily delay meeting identified development needs. In reviewing and revising policies, strategic policy-makers should ensure there is not continued delay in meeting identified development needs."

- 3.39 The justification for the proposed phasing is set out at paragraphs 4.1.20 and 4.1.21 of the Submission Version Local Plan where it is stated that the need to release Green Belt land and the lead in times for the major infrastructure required to support the Waterfront, Garden Suburb and South West Extension means that there will be a relatively lower level of housing delivery for the first 5 years of the Plan Period. Paragraph 4.1.21 goes on to state that the Government's planning guidance recognises that such an approach may be appropriate where strategic sites such as those being proposed by the Council will have a phased delivery or are likely to be delivered later in the plan period. In our view the limited justification provided falls significantly short of the evidence required to support the use of the stepped requirement figures.
- 3.40 The masterplanning and infrastructure constraints are valid points in the context of the strategic sites proposed for allocation in this plan. However, this clearly demonstrates that there is a need to diversify the supply through smaller deliverable sites which can readily integrate with local infrastructure. Such sites can boost the supply now and would accord with paragraph 68 of the Framework which states:

“Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

- a) *identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved”.*

3.41 Therefore in conclusion, the proposed phasing would unnecessarily delay meeting identified development needs, contrary to the PPG. The longstanding trend of housing undersupply would be allowed to persist even further into the future. The allocation of additional sites which are deliverable in the short term could significantly boost supply in the early years of the plan, eradicating the need to employ phasing. Insufficient consideration has been given to this potential strategy through the preparation of the plan and in particular the selection of site allocations.

Conclusions on the proposed housing requirement

3.42 The application of the standard methodology for Warrington results in a minimum local housing need of 909dpa. The Council has chosen to identify a higher figure on the basis of an alternative approach. The application of an alternative approach is justified by the evidence. However, on determining that an alternative approach is justified in principle, it is necessary to demonstrate that the alternative method adequately reflects current and future demographic trends and market signals. The assessment of need undertaken by the Council does not fulfil this requirement for a number of reasons:

- The Council is part of the Cheshire and Warrington Growth Deal which provides funding to drive economic growth. The Government expects such authorities to go above minimum local housing need as identified under the standard method to bridge the gap between the standard method figure of 266,000 homes nationally (based upon Warrington delivering 909dpa) and the target of 300,000. The proposed requirement is only marginally above local housing need and is lower than the Preferred Options.
- The proposed requirement would not align economic and housing growth. In particular:
 - Pessimistic assumptions have been made regarding jobs growth.

- The double jobbing assumptions are unrealistic.
- Unrealistic economic activity rates have been used.
- The Council has not considered whether uplifting the requirement for affordable housing could assist in meeting the identified affordable housing need, in accordance with the NPPG.
- There has been no assessment of the need to make an allowance for clearance.

3.43 In our view the Council's approach does not accord with national planning policy and guidance, and is directly contrary to the Government's objective of boosting significantly the supply of housing.

4. Policy DEV1: Housing land supply

4.1 Policy DEV1: 'Housing Delivery' is not sound for the following reasons as set out in paragraph 35 of the Framework:

a) it has not been positively prepared

4.2 The policy does not provide a sound strategy for meeting the area's objectively assessed needs for two key reasons. First, it has over-estimated the supply of housing land from the existing urban area and second, the proposed distribution is highly concentrated within the four proposed strategic allocations. The projected lead-in times and build rates as relied upon by the authority are unrealistic, and the strategic allocations are very unlikely to deliver at the anticipated rates.

b) it is not justified

4.3 The policy does not provide an appropriate strategy compared to the reasonable alternative of allocating additional deliverable housing sites for development.

c) effective

4.4 The policies in the plan, particularly the large strategic allocations are unlikely to be delivered over the plan period.

d) it is not consistent with national policy

4.5 The policy fails to bring sufficient land forward at a rate to address objectively assessed needs over the plan period, which is contrary to paragraphs 20 (a), 23 and 67 of the Framework.

4.6 The policy also fails to identify a five year supply of deliverable housing land, which accords with the definition of deliverable as set out in the revised Framework and updated PPG. This is contrary to paragraphs 67 and 73 of the Framework.

Housing land supply over the plan period 2017-2037

Components of the supply

- 4.7 Table 1 “Land Requirements over the Plan Period” on page 34 shows in broad terms how the housing requirement of 945 dwellings per annum to 31st March 2037 will be achieved. The requirement from 2017 to 2037 is set out as 18,900 plus a flexibility allowance of 10% making a total requirement of 20,790.

Housing supply 2017-2037

- 4.8 Table 1 then sets out the anticipated supply. It concludes that sites identified in the 2018 SHLAA (9,226 dwellings including a small site allowance of 76 per annum) and sites that have been identified through the regeneration plans for the Town Centre, Warrington Waterfront and the wider Inner Warrington area have a deliverable/developable capacity in total of 13,726 dwellings.
- 4.9 The breakdown of the supply of sites in the urban area is set out in Table 1 “Urban Capacity Assessment to 2037” copied below:

Source	Total (dwelling units)
SHLAA 2018 (existing supply)	9,226
Additional supply (Wider Urban Area) to 2037	210
Completions from 17/18	359
TC Masterplanning Areas	6,549
Additional Small Sites Allowance to 2037	304
SHLAA sites in TC Masterplanning Areas	-2,919
Total	13,729

- 4.10 Having concluded that the total urban capacity is 13,729, Table 1: Land Requirements over the Plan Period, of the Local Plan concludes that there is a requirement to release sites with a capacity of 7,064 from the Green Belt. Table 1 from the Local Plan is copied below:

Annual target	945
2017 to 2037	18,900
Flexibility @ 10%	1,890
Total Requirement	20,790
Urban Capacity	13,726
Green Belt Requirement	7,064

4.11 In terms of the SHLAA sites, 9,226 dwellings have been identified from the following sources:

- **Large sites with planning permission:** Table 3.7 of the SHLAA shows that there are 3,568 dwellings on large sites that had planning permission at 1st April 2018. The table also shows that 2,576 dwellings on these sites are considered deliverable within years 1-5 (which will be 18/19-23/24 for the purposes of the SHLAA) and 992 are deliverable between years 6-10.
- **Large sites without planning permission:** Table 3.7 of the SHLAA states that there are 4,518 dwellings on large sites which have been identified in the SHLAA but did not have planning permission as of 1st April 2018. 599 dwellings on these sites are considered deliverable within years 1-5, 1,870 within years 6-10 and 2,049 within years 11-15.
- **Small sites windfall allowance:** The supply within the SHLAA includes an allowance of 76 per annum over 15 years.

4.12 We consider that there is an overreliance on SHLAA sites to deliver housing in the plan period for the following reasons.

4.13 First, the majority of the SHLAA sites are not proposed to be allocated and do not have planning permission. It is therefore not known whether planning permission would even be granted for residential development on the sites that still do not have permission.

4.14 Second, there is no guarantee that a planning application will even be made on a site identified in the SHLAA.

4.15 Third, even if planning permission is granted on a SHLAA site, there is no guarantee that it will be implemented.

4.16 Fourth, the detail provided in the SHLAA means that many of the sites have problems without any guarantee that they will be overcome, yet the Council relies on these sites to deliver dwellings in the plan period.

- 4.17 Fifth, a large number of the SHLAA sites are located on previously developed sites in the urban area and therefore we would expect to see detailed evidence that it is viable for these sites to be redeveloped for housing and at the density assumed.
- 4.18 The supply within the SHLAA includes a small site allowance of 76 per annum over 15 years. Paragraphs 2.60 to 2.63 of the SHLAA confirm that there has been an average of 76 dwellings delivered on small sites over the period 2007 to 2017. However, the figures appear to be gross. A net figure is not provided.
- 4.19 The 2018 SHLAA does not set out how many small sites had planning permission at 1st April 2018. Therefore, it is unclear as to how large any windfall allowance should be. The submission draft and its associated evidence base fall significantly short of providing the compelling evidence required to justify a windfall allowance as set out in paragraph 70 of the Framework, which states:

"Where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Plans should consider the case for setting out policies to resist inappropriate development of residential gardens for example where development would cause harm to the local area."

- 4.20 The Council's windfall figure appears to be a gross figure and is therefore optimistic.

SHLAA densities

- 4.21 The Urban Capacity Study confirms that whilst net developable area ratios; build rates; lead in times remain unchanged from the previous SHLAA, a considerably higher density has been utilised for Inner Warrington (130dph) and the Town Centre (275dph). This is a significant increase from the 2017 SHLAA which used a density range of between 30 and 50 dwellings per hectare. Ultimately, the market will determine whether the delivery of apartments at this density will be sustained throughout the plan period but we comment on this below.
- 4.22 The justification for these increased densities is based on the information in 22 planning applications submitted between 2000 and 2018 and is set out in Appendix 4 of the SHLAA 2018. This information provides examples of high density development but it is unclear whether these 'high density' applications have been cherry picked as opposed to providing information on all

residential planning applications within the town centre and inner Warrington over the same period. We provide information on a cross section of these applications below:

- **Land at Winwick Street/John Street (2017/31394):** 362 apartments comprising:
 - 1 bed: 253 (70%)
 - 2 bed: 106 (29%)
 - 4 bed: 3 (8%)
- **107 Sankey Street (2018/32301):** 18 apartments comprising 100% 1 bed apartments.
- **78 Bridge Street, Warrington (2016/28080):** 8 apartments comprising 100% 1 bed apartments.
- **Former Club Wired, Mersey Street (2016/27808):** 10 apartments comprising:
 - 1 bed: 3 (30%)
 - 2 bed: 7 (70%)
- **Former Skate Academy (2017/31148):** 144 apartments comprising:
 - 1 bed: 34 (24%)
 - 2 bed: 110 (76%)
- **Formerly Town Hill Chambers (2017/31836):** 24 apartments comprising:
 - 1 bed: 9 (38%)
 - 2 bed: 15 (63%)

4.23 Assuming such a high density places a heavy reliance on the delivery of apartments and as demonstrated by the examples above is likely to lead to a focus on 1 and 2 bedroom apartments. This conflicts with the aims of Policy DEV2 of the Submission Version Local Plan which states that residential development should provide a mix of housing sizes and types. Table 3 of the Submission Version Local Plan shows that housing demand in terms of market housing comprises 0-5% for 1 bed units, 20-25% for 2 bed units, 50-55% for 3 bed units and 20-25% for 4+ bed units.

4.24 The increase in densities assumed in the 2018 SHLAA will inevitably have inflated the supply from such sites and we refer back to our concerns above that there is an overreliance on SHLAA sites to deliver.

Town Centre Masterplanning areas

4.25 The Council relies heavily on the delivery of the Town Centre Masterplanning Areas including the Town Centre, Inner Warrington and the Waterfront. The Urban Capacity Study indicates that a capacity figure for the Town Centre Masterplanning Area is 6,549 within the plan period.

4.26 This is clearly a complex site requiring significant areas of previously developed land and land assembly. The Council's aspirations for Inner Warrington and the Waterfront are long established and both identified as strategic locations in the Adopted Local Plan Core Strategy and yet the sites have not yet delivered.

4.27 In order for such sites to come forward it will be necessary to develop a new market for housing in an around the town centres. Given the uncertainty regarding the delivery in these areas we question the ability of these sites to deliver in full in the plan period. This is before viability in such locations is considered.

4.28 Reliance upon such sites to deliver the housing requirement is misplaced. Again this points to allocating additional sites which are deliverable in the short term.

Additional small sites allowance to 2037

4.29 Table 1 from the Urban Capacity Assessment shown above includes an additional allowance of 304 dwellings because the SHLAA only runs until 2033 but the plan period runs to 2037. There is no evidence to justify this additional allowance and the contribution from windfall sites in years 2033 to 2037 should be removed.

Summary in relation to housing supply from sites in the urban area

4.30 In summary, the Council considers that 9,226 dwellings should be considered developable on sites identified in the SHLAA. Taking into account other Town Centre Masterplanning Areas, the Council concludes there is a total Urban Capacity of 13, 726 dwellings. However, we consider that this figure is unrealistic and in particular reliance cannot be made on SHLAA sites without planning permission.

Housing Delivery Test

4.31 The definition of the Housing Delivery Test (HDT) is provided in the Glossary to the Framework on page 67 as follows:

“Housing Delivery Test: Measures net additional dwellings provided in a local authority area against the homes required, using national statistics and local authority data. The Secretary of State will publish the Housing Delivery Test results for each local authority in England every November”

4.32 The HDT is measured as a percentage each year. The following implications apply where the HDT results delivery falls below specific thresholds.

4.33 Firstly, as explained in footnote 7 of the Framework, the tilted balance to the presumption in favour of sustainable development set out in paragraph 11(d) of the Framework applies where the HDT indicates that the delivery of housing was “substantially below” the housing requirement over the previous years. The transitional arrangements set out in Annex 1 of the Framework explain that “substantially below” means for the 2018 HDT results below 25%, for the 2019 HDT results below 45% and for the 2020 HDT and beyond below 75%.

4.34 Secondly, paragraph 73 and footnote 39 of the Framework explain that where the HDT result is below 85%, the 20% buffer will apply for purposes of calculating the five year housing land supply.

4.35 Thirdly, Paragraph 75 of the Framework explains that where the HDT result is below 95%, the local planning authority should prepare an action plan to assess the causes of under delivery and identify actions to increase delivery in future years.

4.36 Consequently, given these implications, it is important that the Local Plan ensures that the HDT will be passed each year.

4.37 The HDT Measurement Rule Book (July 2018) explains that HDT is calculated as a percentage of net homes delivered against the “number of homes required”. However, it then explains that even where the latest adopted housing requirement figure is less than five years old “the number of homes required” means the lower of either the latest adopted housing requirement figure or the minimum annual local housing need figure. The transitional arrangements set out in paragraph 21 of the HDT Measurement Rule Book then explain that for the financial years

2015/16, 2016/17 and 2017/18, the minimum annual local housing need figure is replaced by household projections.

4.38 The HDT results for 2018 were published on 19th February 2019. The result for Warrington is summarised in the table below:

Table 4.1: Housing Delivery Test Results

	2015-16	2016-17	2017-18	TOTAL
Number of homes required	923	902	792	2,617
Number of homes delivered	595	492	359	1,446
HDT measurement				55%

Housing Delivery Test Action Plans

4.39 As can be seen from the above, Warrington delivered 1,446 new homes over the last three years against a "requirement" based on household projections over the same period of 2,617 dwellings. This results in a HDT measurement of 55%.

4.40 It is noted that the housing trajectory set out in Policy DEV1 proposes a Stepped Housing Trajectory with 847 homes per annum over the first 5 years of the plan. Paragraph 4.1.22 of the Submission Version states that the 5 year land supply and performance against the Government's Housing Delivery Test will therefore be assessed against the Stepped Housing Trajectory and not the annual average housing target of 945 homes per annum. Notwithstanding this, even if the past 3 years had been assessed against the Stepped Housing Trajectory as proposed in the Submission Version, the HDT measurement would be 57% (a requirement of 2,541 against 1,446 homes delivered) and the conclusion would remain the same.

4.41 Based on the table above, Warrington will need to prepare an action plan in line with national planning guidance to “*assess the causes of under-delivery and identify actions to increase delivery in future years*”.

4.42 Paragraph 3-068 of the PPG: “What is the Housing Delivery Test action plan?” states:

“The action plan is produced by the local planning authority where delivery is below 95% of their housing requirement. It will identify the reasons for under-delivery, explore ways to reduce the risk of further under-delivery and set out measures the authority intends to take to improve levels of delivery.” (Our emphasis)

4.43 Given that an action plan is required when the HDT result is less than 95%, it is clear that under delivery even by a margin of 5% is not acceptable and measures need to be taken to improve delivery. In this case the under delivery is 45%.

4.44 Paragraph 3-073 of the PPG: “When will the action plan be implemented?” explains that local planning authorities should publish an action plan within 6 months of the publication of the HDT result i.e. by 19th August 2019. Therefore, given the timescales involved it is likely that we will have an opportunity to comment on the published action plans at the Examination.

4.45 The PPG sets out who the authorities will need to involve in the action plan. It then sets out at paragraph 3-071 the aspects that local planning authorities review as part of the action plan, including “whether the mix of sites identified is proving effective in delivering at the anticipated rate”. Paragraph 3-072 of the PPG then sets out the actions local planning authorities could consider as part of the action plan. In summary, whilst they were only introduced through the revised Framework, it is clear that the authorities which are required to prepare an action plan will need to undertake a substantial amount of work.

20% Buffer

4.46 In addition to needing to provide an action plan, the additional buffer of deliverable sites will be increased to 20% from 5% in Warrington in accordance with paragraph 73 of the Framework because there has been a “significant under delivery of housing over the previous three years” in these authorities.

Tilted balance

- 4.47 Under transitional arrangements set out in paragraph 215 of the Framework, the tilted balance to the presumption in favour of sustainable development in decision-making set out in paragraph 11(d) of the Framework is not triggered as a result of the HDT results in Warrington at this time. However, if the transitional arrangements were not in place, this would be the case. The transitional arrangements will end in November 2020 when the threshold for this trigger will be 75%.

Future HDT results

- 4.48 It is of note that the delivery of housing must increase in Warrington in the future if the HDT is to be passed because the housing requirement will increase once the transitional arrangements set out in the HDT Measurement Rule Book come to an end. Delivery therefore needs to improve significantly in a short time so that the HDT is passed.

Five year supply

- 4.49 Policy DEV1: Housing Delivery states at point 5 that as part of the housing trajectory (Appendix 1 of the Submission Version) the housing requirement is to be stepped to deliver 847 homes per annum in the first 5 years (2017 to 2021) and 978 homes for the following 15 years (2022 to 2037). It goes on to state at point 6 that should monitoring indicate that a 5-year deliverable and/or subsequent developable supply of housing land over the plan period can no longer be sustained, the Council will give consideration to a review or partial review of the plan. However, neither the Submission Draft nor any of the supporting documents identify a supply of specific, deliverable sites plus a buffer for years one to five of the plan period i.e. 1st April 2017 to 31st March 2022. This is contrary to the requirements of the Framework as set out within paragraphs 67a and 73.
- 4.50 Paragraph 74 of the Framework gives the Council the opportunity to demonstrate a confirmed five year supply of specific deliverable sites through the plan examination process. However, paragraph 3-049 of the PPG: "How can local authorities demonstrate that they have a confirmed 5 year land supply as part of the plan examination?" confirms that if the Council chose to do so it needed to indicate that it was seeking to do so at the Regulation 19 stage i.e. during the current consultation. This was not the case and therefore the Council's five year supply will not be "confirmed" through the Local Plan examination process.

4.51 Notwithstanding this, the Council will still need to be able to demonstrate a five year housing land supply for the plan to be found sound. Indeed, paragraph 3-038 of the PPG: "When should an authority demonstrate a 5 year housing land supply?" states:

"In principle an authority will need to be able to demonstrate a 5 year land supply at any point to deal with applications and appeals, unless it is choosing to confirm its 5 year land supply, in which case it need demonstrate it only once per year."

4.52 This paragraph of the PPG should be read alongside paragraph 3-028 of the PPG: "What is a 5 year land supply?", which states:

"A 5 year land supply is a supply of specific deliverable sites sufficient to provide 5 years' worth of housing against a housing requirement set out in adopted strategic policies, or against a local housing need figure where appropriate in accordance with paragraph 73 of the National Planning Policy Framework."

4.53 As above, the Council has not identified a five year supply, which is contrary to the Framework and this section of the PPG.

4.54 We therefore assume that the Council will produce a five year housing land supply position statement before or during the Local Plan examination. Failure to do so at this stage is unacceptable and creates procedural difficulties. The position statement will be expected to provide all of the information as set out in paragraphs 3-048 and 3-036 of the PPG.

4.55 Paragraph 3-048 of the PPG: "What information will annual reviews of 5 year land supply, including annual position statements, need to include?" (our emphasis) states:

"Assessments need to be realistic and made publicly available in an accessible format as soon as they have been completed. Assessments will be expected to include:

- for sites with detailed planning permission, details of numbers of homes under construction and completed each year; and where delivery has either exceeded or not progressed as expected, a commentary indicating the reasons for acceleration or delays to commencement on site or effects on build out rates;*
- for small sites, details of their current planning status and record of completions and homes under construction by site;*
- for sites with outline consent or allocated in adopted plans (or with permission in principle identified on Part 2 of brownfield land registers, and where included in the 5 year housing land supply), information and clear*

evidence that there will be housing completions on site within 5 years, including current planning status, timescales and progress towards detailed permission;

- *permissions granted for windfall development by year and how this compares with the windfall allowance;*
- *details of demolitions and planned demolitions which will have an impact on net completions;*
- *total net completions from the plan base date by year (broken down into types of development e.g. affordable housing); and*
- *the 5 year land supply calculation clearly indicating buffers and shortfalls and the number of years of supply." (our emphasis)*

4.56 Paragraph 3-036 of the PPG: "What constitutes a 'deliverable site' in the context of housing policy?" provides further information. It states:

"For sites with outline planning permission, permission in principle, allocated in a development plan or identified on a brownfield register, where clear evidence is required to demonstrate that housing completions will begin on site within 5 years, this evidence may include:

- *any progress being made towards the submission of an application;*
- *any progress with site assessment work; and*
- *any relevant information about site viability, ownership constraints or infrastructure provision.*

For example:

- *a statement of common ground between the local planning authority and the site developer(s) which confirms the developers' delivery intentions and anticipated start and build-out rates.*
- *a hybrid planning permission for large sites which links to a planning performance agreement that sets out the timescale for conclusion of reserved matters applications and discharge of conditions."*

4.57 The Council has not provided any of the information required by paragraphs 3-036 and 3-048 in the Submission Draft or the evidence base. Once the Council provide the information required either before the plan is submitted or during the course of the examination, we respectfully request the opportunity to comment.

Five year housing requirement

4.58 The base date of the plan is 2017. However, as the base date of the SHLAA is 2018, the tables below also utilise a base date of 2018. The five year housing requirement will be five times the annual housing requirement plus buffer. Without prejudice to our objections to the proposed housing requirement elsewhere, the annual requirement proposed for the first five years of the plan period as set out in the stepped housing trajectory is 847 homes per annum from 18/19 to 21/22 plus 978 for 22/23 and the 2018 HDT results mean that the 20% buffer applies. Completions from 2017-2018 were 359, a shortfall of 488 against the requirement. Therefore the requirement for the 5 year period is currently 1,165 dwellings per annum as summarised in the following table:

Table 4.2: 5-year Housing Requirement

	Requirement (18/19- 22/23)	
A	5-year net local plan housing requirement (847 x 4 years + 978)	4,366
B	Accumulated backlog 2017-2018 (847 requirement-359 completions)	488
C	Total 5-year requirement (A+B)	4,854
D	20% Buffer (20% of C)	971
E	Total supply to be demonstrated (C+ D)	5,825
F	Annual average (E / 5)	1,165

Five year housing land supply

What constitutes a 'deliverable' site

4.59 The definition of what constitutes a 'deliverable' site is set out on page 66 of the Framework as follows:

"Deliverable: To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:

a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).

b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years."

4.60 The Framework does not provide any further detail on the "clear evidence" referred to in paragraph b) above, but further information is set out in paragraphs 3-036 and 3-048 of the PPG as we have described above.

4.61 The 2018 SHLAA sets out at Table 3.7 the deliverable and developable housing land over the next 15 years. Extracting the first 5 years from the table shows a five year supply of 3,555 dwellings at 1st April 2018 from the following sources:

Table 4.3: 5-year Housing Supply

	Source	Number of dwellings in the five year supply (18/19-22/23)	Percentage of 5YHLS at 01/04/18
A	Large sites – with planning permission	2576	72%
B	Large sites – without planning permission	599	17%
C	Small sites – allowance (76 x 5)	380	11%
	Total	3,555	

4.62 This would equate to a shortfall of 2,270 dwellings when compared to the requirement set out in Table 4.2 above.

4.63 Having regard to the definition of deliverable in the Framework, we comment on the components of the supply as summarised below:

- Large sites – with planning permission – where these sites are under construction, the definition of deliverable is met and these should be included in the supply unless there is clear evidence that homes will not be delivered in five years. Where these sites have planning permission but have not yet started:
 - sites with full planning permission for major development should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer

viable, there is no longer a demand for the type of units or sites have long term phasing plans)

- sites with outline planning permission for major development should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years. The SHLAA assumes some sites with outline planning permission will be delivered in the first five years. For example, the Appleton Cross site, one of the HCA sites within the Garden Suburb allocation has outline consent but no reserved matters approval and is expected to deliver 294 units by 2022.
- Large sites – without planning permission - these do not meet the definition set out in the Framework and should not be included in the supply. Whilst the previous PPG stated that sites without planning permission which were not allocated in a local plan “may” be included in the five year supply, this is no longer the case. The SHLAA defines some sites without planning permission as ‘deliverable’. Table 3.4 of the SHLAA indicates that 599 units without planning permission at 1st April 2018 are considered deliverable.
- Small sites allowance – the 2018 SHLAA does not identify small sites with planning permission. Paragraph 73 of the Framework requires “specific deliverable sites” to be identified. Therefore the small sites with planning permission must be identified. In terms of the small sites windfall allowance, compelling evidence is required for the inclusion of an allowance under paragraph 70 of the Framework.

4.64 The housing trajectory attached at Appendix 2 of the Urban Capacity Assessment 2019 is also summarised below and shows anticipated completions from the allocations. This includes the small site allowance and allocations with no consents.

Table 4.4: Forecast completions

	Year	18/19	19/20	20/21	21/22	22/23	TOTAL
A	Town Centre			415	323	517	1,255
B	SHLAA sites from wider urban area	251	164	421	546	231	1,613
C	Warrington Waterfront		110	205	187	90	592
D	Garden Suburb (HCA sites)	45	204	225	180	180	834
E	SHLAA sites from settlements	18	16	59	55	35	183
F	GB release	0	0	0	0	176	176
G	Other SHLAA sites	12	21	15	0	0	48
H	Small sites allowance	76	76	76	76	76	380

I	Total anticipated completions (Sum of A:H)	402	591	1,416	1,367	1,305	5,081
---	---	------------	------------	--------------	--------------	--------------	--------------

- 4.65 The proposed strategy would not provide a 5-year housing land supply on adoption of the plan. Even on the Council's own figures, which include for unrealistic delivery rates from a number of sources (discussed in more detail below).
- 4.66 The proposal to allow unmet need to continue to accumulate in the early years of the plan is wholly out of step with the emphasis in the Framework on boosting significantly the supply of housing. We consider that the proposed strategy must be amended to provide sufficient land to ensure a 5-year housing land supply on adoption.
- 4.67 In summary, contrary to the requirements of the Framework as set out within paragraphs 67a) and 73, the Council has not demonstrated it has a "deliverable" five year housing land supply. Given the reliance on SHLAA sites as set out in its latest position at 1st April 2018, once the definition has been applied, it is unlikely that the Council will be able to demonstrate a five year housing land supply.
- 4.68 Notwithstanding this, once the Council provide the information required either before the plan is submitted or during the course of the examination, we respectfully request the opportunity to comment.
- 4.69 To address the housing land supply issues that we have identified above, we consider that additional deliverable allocations are required. In particular, there is a need to diversify the supply through allocations of a smaller scale, which can come forward quickly to meet identified needs in the short term, unburdened by significant infrastructure requirements.
- 4.70 The allocation of additional sites that are available and achievable for delivery in the short term is necessary to achieve the overall housing requirement, and also to provide a 5-year supply on adoption of the plan.

5. Chapter 10: Main development areas and site allocations

Policy MD1: Warrington Waterfront

- 5.1 The Warrington Waterfront is proposed to be allocated as a new urban quarter to deliver around 2,000 new homes and a major employment area incorporating an enlarged multi-modal port facility and a business hub. The new community will be supported by:
- A new primary school.
 - A new local centre comprising shops, health facility and other community facilities.
 - A major new country park at Arpley Meadows.
- 5.2 The housing trajectory indicates that the Waterfront site will deliver 502 dwellings in years 1-5 with 110 homes being delivered in 2019/20. A total of 2,542 dwellings are envisaged to be delivered over the plan period.
- 5.3 Policy MD1.2 confirms that the Council will require the preparation of a masterplan for the entire site allocation together with a delivery strategy and phasing plan to ensure comprehensive and coordinated development. It is understood that a working draft Development Framework was prepared in March 2019 but this does not include any information on delivery or phasing at this stage.
- 5.4 No development will be permitted until funding has been secured and a programme of delivery has been confirmed for the Western Link Road.
- 5.5 In April 2019, the DfT confirmed it was committed to funding £142.5m of the estimated total £212m build cost of the Western Link road. The Council now intends to progress work on the road over the next two years to develop detailed designs, submit a planning application together with relevant ecological, environmental and flood risk assessments and acquire land required for the road. In addition, the Council will need to develop an extensive work schedule for the delivery of the Western Link which will constitute one of the largest engineering projects in the North West. The programme of delivery for the Western Link is therefore unclear at present and timescales will be dependent on a number of factors including the time taken to obtain planning permission.

- 5.6 Furthermore, the first operation of the expanded Port Warrington will not be permitted until the expansion of either the berth or the railway connection has been completed and a programme for the implementation of the subsequent berth extension or railway infrastructure has been confirmed. This is part and parcel of the delivery of the new urban quarter.
- 5.7 Based on these factors, it is unclear how 502 dwellings could be delivered in years 1-5, a further 970 dwellings in years 6-10 and then a further 908 in years 11-15. The assumptions appear to be unrealistic.

Policy MD2: Warrington Garden Suburb

- 5.8 The Warrington Garden Suburb is expected to deliver approximately 7,100 homes and 116 hectares of employment land. Around 5,100 homes and all of the employment land will be delivered in the plan period.
- 5.9 The policy states that a Development Framework will be prepared as a Supplementary Planning Document (SPD). New homes are expected to be delivered in the Garden Suburb across the following locations:
- Grappenhall Heys: 2,800 homes (2,100 within the plan period)
 - Appleton Cross/Pewterspear: 2,100 homes (1,500 within the plan period)
 - New Garden Village adjacent to A50: 1,800 homes (1,000 within the plan period)
 - Garden Suburb Neighbourhood Centre: 700 homes (500 within the plan period)
- 5.10 The housing trajectory attached at Appendix 2 to the Urban Capacity Assessment 2019 sets out the following trajectory for the Garden Suburb:

Table 6.1: Trajectory for delivery of Garden suburb

	Years 1-5 (2017/18-2021/22)	Years 6-10 (2022/23-2026/27)	Years 11-15 (2027/28-2031/32)	Years 16-20 (2032/33-2036-37)	TOTAL
HCA sites	654	276	0	0	930
AECOM Masterplanning (GB release)	0	1099	1641	1461	4201
	654	1,375	1,641	1,461	5,131

5.11 The Council therefore considers that the Garden City Suburb will deliver an average of 275 dwellings per annum from years 6 to 10. This would be preceded by 654 dwellings in years 1-5 on the non-Green Belt part of the site. The dwellings subject to the AECOM Masterplanning are expected to commence delivery in 2023/24 i.e. in just 4 years time. These lead-in and delivery expectations are extremely ambitious and in our view are unrealistic.

5.12 Paragraph 023 (Reference ID: 3-023-2014-306) states that local planning authorities should use information on suitability, availability achievability and constraints to assess the timescale within which each site is capable of development. This may include indicative lead-in times and build-out rates for the development of different scale sites.

5.13 In terms of lead-in times, the Council will need to consider on a site by site basis:

- how long a planning application will take to prepare, submit and be determined;
- how long it will take for the s106 agreement to be negotiated and agreed;
- whether an allowance needs to be made for the site to be sold to a developer/housebuilder;
- how long it will take for applications for reserved matters and discharge of conditions to be made, considered and approved;
- whether there is infrastructure that needs to be put in place before the site can start delivering dwellings and how long this will take; and
- whether there are any other site-specific considerations which would affect a start on site.

- 5.14 The lead-in times are particularly important for the very large allocations such as this, which by their nature will have a range of issues to be addressed through applications and will need sufficient time for section 106 agreements to be executed, a start to be made and infrastructure put in place.
- 5.15 Paragraph 10.2.17 of the Submission Local Plan states that the first phase of residential development within the Garden Suburb is underway with permission already granted for the Homes England sites at Pewterspear, Appleton Cross and Grappenhall Heys. The Pewterspear site has outline and reserved matters consent for 180 units. However, whilst outline planning permission was granted for 400 dwellings on the Grappenhall Heys site in 2017 (2017/29929), the first two reserved matters applications for 66 dwellings (2019/34480) and 114 dwellings (2019/34481) were refused consent in May 2019. Furthermore, the Appleton Cross site was also granted outline planning permission for 370 in 2017 (2017/29930) but, an application for reserved matters has not yet been submitted. These sites account for the delivery in the first five years of the plan. Given the position with the applications at the Grappenhall Heys site and Appleton Cross site there is no certainty that delivery will occur at these rates.
- 5.16 In terms of the wider masterplanning, a Development Framework dated March 2019 has been prepared for the Warrington Garden Suburb by AECOM to inform the emerging Local Plan. Whilst the Framework provides overarching design principles, it provides little in the way of how the suburb will be delivered. The conclusions set out a phasing strategy indicating that the allocation will be delivered in four phases within the plan period. Given the vast area covered by the proposed allocation there will be significant challenges in terms of land assembly and land equalization to overcome. The Development Framework recognises that there will need to be ongoing collaboration between the public sector, landowners/promoters and statutory authorities to arrive at solutions that are deliverable.
- 5.17 In terms of the proposed lead in times for the Garden City Suburb, a significant amount of infrastructure is required. This includes a network of new distributor roads, a new secondary school, up to 4 new primary schools, a major new park, district centre, health facilities and leisure facilities. The Submission Local Plan acknowledges that no further residential development to the 950 units on the above sites can come forward until:
- The funding and the programme for the delivery of a strategic link to connect the Garden Suburb to the local and strategic network has been confirmed.

- The funding and programme for delivery of the Green Infrastructure Network including Country Park.
- The funding and programme for the delivery of community infrastructure within the neighbourhood centre or the relevant Garden Village.

5.18 Evidence from research undertaken by Nathaniel Lichfield & Partners published in November 2016 ('Start to Finish – how quickly do large-scale housing sites deliver?') highlights that the average lead-in time for large sites (above 500 dwellings) prior to submission of the first planning application was 3.9 years. Further, the average length of the period from validation to an implementable permission (but still excluding any discharge of conditions) for sites of 2,000+ dwellings was 6.1 years. The average for all large sites (above 500 dwellings) was 5 years. The period between permission being granted and delivery of the first completions is however shorter for the very large sites at circa 0.8 years for schemes of 2,000 dwellings or more. This indicates a total lead-in to delivery for the very large schemes of approaching 11 years on average. The proposed delivery rates for the Garden City Suburb are extremely ambitious and in our view are unrealistic.

5.19 Having regard to the above, the proposed build rates are unprecedented and it is unclear how these could be achieved within a realistic phasing plan and the land ownership across the site.

Policy MD3: South West Urban Extension

5.20 The Submission Draft proposes to remove 112 ha of land to the south west of Warrington from the Green Belt and allocate this as a sustainable urban extension. It is intended that this will deliver a new residential community of around 1,600 homes and the housing trajectory indicates that it will commence delivery of units in 2023/24 at a rate of approximately 117 dwellings per annum.

5.21 We have concerns in terms of the anticipated timescales for delivery. MDA3.2: Delivery and Phasing confirms that no development will be permitted until funding has been secured and a programme of delivery has been confirmed for the Western Link. The trajectory set out in Appendix 2 of the Urban Capacity Study indicates that the South West Extension will deliver dwellings in 2023/24, again in just 4 years time. This is entirely inconsistent with the evidence set out above from Nathaniel Lichfield and Partners. We refer to our comments in respect of the Warrington Waterfront allocation in this regard.

- 5.22 The Submission Draft no longer includes the western part of the allocation adjacent to Moore (as proposed in the Preferred Options). This part of the allocation was not constrained by the Western Link or the HSE exclusion zone and was therefore a logical early phase.
- 5.23 Furthermore, full details of the programme and funding for delivery of the primary school, health centre, Local Plan and other necessary infrastructure will need to be agreed by the Council before the first phase of the development is permitted to come forward.
- 5.24 Given the significant lead in times associated within the project, we consider it extremely unlikely that the first completions on the South West Urban Extension will take place in 2023/24.

Summary of main development areas and site allocations

- 5.25 The Submission Version Local Plan relies heavily on the allocation of larger strategic sites and that these will commence delivery at extremely ambitious rates. The proposed lead in times and build rates are unprecedented and it is unclear how these could be achieved within a realistic phasing plan and the land ownership issues across the Waterfront, South West Extension and Garden Suburb Allocations.
- 5.26 These are in our view, unrealistic expectations that will have implications both for the 5 years housing land supply and also for the supply over the plan period. To address these issues, we consider that additional deliverable allocations are required. The Local Plan Submission Version needs to diversify the supply through allocations of a smaller scale, which can come forward quickly to meet identified needs in the short term, unburdened by significant infrastructure requirements.

6. Safeguarded land

- 6.1 The Preferred Development Option proposed to designate safeguarded land sufficient to accommodate 9 years worth of housing land based on the then OAN and 5 years worth of employment land based on the current requirements. Our representations to the Regulation 18 consultation set out that we considered this to be wholly insufficient.
- 6.2 The Submission draft does not make any allowance for safeguarded land. We consider that additional land should be safeguarded now to meet the needs of future development beyond 2037.
- 6.3 Paragraph 133 of the Framework identifies that the essential characteristics of Green Belts are their openness and their permanence.
- 6.4 Paragraph 136 requires strategic policies to establish the need for any changes to Green Belt boundaries, having regard to their intended permanence in the long term, so they can endure beyond the plan period.
- 6.5 Paragraph 139 states that when defining Green Belt boundaries, plans should (amongst other requirements):
- c) where necessary, identify areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;
 - e) be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period (our emphasis)
- 6.6 Therefore national policy is clear on the need ensure that Green Belt boundaries will not need to be altered at the end of the plan period (currently 2037). This is a critical aspect to achieving the intended permanence in the long term. The appropriate mechanism for achieving this is through the provision of a sufficient quantum of safeguarded land.
- 6.7 How much safeguarded land is needed in practice was considered in detail at the Cheshire East Local Plan Strategy examination. In that case it was determined that sufficient safeguarded land should be made available for another full plan period following the end of

the current plan period. Paragraph 99 of the Cheshire East Local Plan Strategy Inspector's report states:

"The overall amount of proposed Safeguarded Land is intended to meet longer-term development needs stretching well beyond the end of the current plan period; in fact, taking account of other sources of land, it should be sufficient for another full 15-year period beyond 2030, so that the Green Belt boundary defined in the CELPS-PC will not need to be amended until at least 2045."

6.8 It is important to note that the Cheshire East Local Plan Strategy examination was suspended to allow, amongst other reasons, further work to take place in relation to the amount of safeguarded land. This is made clear in the Further Interim Views of the Inspector which form Appendix 2 to the Inspector's report. Paragraph 49 of the Further Interim Views states:

"The SLAN & SLTA consider various options for Safeguarded Land, including different amounts and timescales, and conclude that the identification of 200ha of land (the mid-point of a range between 155-244ha) would be sufficient to accommodate development needs for a period of 8-10 years beyond the current plan period; with other sources of land outside the Green Belt, including brownfield/recycled and windfall sites, this would meet predicted development requirements for a period of 15 years beyond 2030."

6.9 Paragraph 50 concludes that this quantum of safeguarded land would be sufficient:

"There is little guidance available on defining the appropriate amount of Safeguarded Land, but after considering best practice, an approach which considers a 10-15 year period beyond the end of the current plan period seems reasonable in the context of Cheshire East; it strikes a reasonable balance between avoiding the need to review the Green Belt at the end of the current plan period and avoiding unnecessary releases of Green Belt land at this time."

6.10 Therefore in summary, sufficient safeguarded land should be provided to ensure that the current requirement could be carried forward to the next plan period (i.e. to at least 2053, assuming that the current plan is not adopted until 2022) without the need for Green Belt release. In practice the minimum requirement is to provide a similar amount of safeguarded land to the amount of Green Belt being released for development in this plan period. Ideally more should be provided, to allow flexibility for higher growth and to increase the permanence of the Green Belt.

6.11 The plan must be amended to include the designation of safeguarded land.

7. Site-selection process


- 7.1 There is no evidence that the Council has carried out any informed assessment as to the merits of sites selected for development and sites not selected for development through the Submission Version Local Plan. There is nothing within the evidence base that suggests the Council has considered a site selection process methodology whereby it is made clear as to how sites have been 'sieved'.
- 7.2 A site selection process is critical to the local plan process as it allows for a clear and transparent process to be followed. It also helps to ensure that the plan represents an appropriate strategy as it allows for potential sites to be tested against the Council's overall vision and objectives. The site selection process should inherently be linked with the overall strategy for the emerging local plan i.e. sites selected serve a meaningful planning purpose.
- 7.3 An informed assessment of the Council's site selection process cannot be carried out on the basis of the evidence available. Again, there is nothing within the evidence base documents that provides a rationale as to how sites have been accepted or otherwise rejected as potential site allocations. For instance, the Development Options and Site Assessment Technical Report & Site Assessment Proformas simply provide brief commentary on selected sites following a 'workshop' (it is not made clear what the nature and purpose of this workshop was and who was present). Notwithstanding the brevity of any assessment carried out, there is no overarching assessment as to why certain sites have then been selected as site allocations.
- 7.4 This falls significantly short of what is required to ensure a fair and transparent site selection process that contributes to the emerging local plan overall vision and objectives. This is a fundamental and overriding flaw in the preparation of the local plan and it is contrary to the PPG, which advises that all land should be assessed together as part of plan preparation to identify which sites are the most suitable and deliverable for a particular use (paragraph 3-001).

8. Policy ENV1 – Waste Management

- 8.1 We also make representations to the emerging waste and minerals policies as set out in the Submission Version document.
- 8.2 We have conducted a review of the latest WBC background papers relating to waste. The Warrington Borough Council Waste Study and Policy Review (May 2017) and Waste Arisings and Capacity Requirements Report (May 2017) form part of the evidence base for the proposed Submission Version plan.
- 8.3 As set out in our overarching strategic representations submitted on behalf of ADS Estates, there is a significant housing need that must be addressed over this plan period through the allocation and delivery of additional residential sites.
- 8.4 Therefore, in the first instance it is considered that additional waste sites must be provided to accommodate this additional growth than that set out in the Waste Arisings and Capacity Requirements Report (March 2017) which forms part of the evidence base for this consultation.
- 8.5 Our client has numerous land interests throughout the borough that could facilitate the additional need created, particularly in terms of inert waste.
- 8.6 Inert waste is defined in the evidence base documents as Construction, Demolition and Excavation ('CD&E') Waste, and information on capacity throughout the borough is set out in the Waste Arisings and Capacity Requirements Report (May 2017). The key points from this assessment are as follows:
- The EA provided details of current waste exemptions in Warrington. Following a review of this information, there are 196 registered waste exemptions in Warrington. Of these, 27 were identified as using materials which would be classed as CD&E, however there is no corresponding data on the tonnages these sites will be handling.
 - It is not possible to identify the total existing capacity available to manage CD&E waste. This is because a number of facilities will accept these wastes alongside other waste streams.
 - However, the capacity gap for inert waste landfill can be identified due to the specifics of the waste that can be taken at these sites. As the recycling and recovery targets for CD&E waste have been met already, there is no change under any of the scenarios as there is assumed no growth in the waste stream even when applying the Oxford Economics data. Therefore there is a gap in provision of 35,588 tonnes of inert landfill from 2032 throughout the remainder of the Plan period due to the closure of Southworth Quarry in 2031.

- There is excess treatment capacity solely for the use of CD&E and it is likely that C&D waste will be treated at these sites and would meet this shortfall; as such there is no anticipated need for additional treatment capacity for CD&E waste.

8.7 In summary, the borough considers there is no requirement for additional inert waste disposal facilities in each projected scenario (including the two 'growth' scenarios) throughout the plan period, despite a predicted deficit from 2031. Appendix 1 of the Waste Arisings and Capacity Requirements Report (May 2017) sets this out as follows:



Waste Arisings and Capacity Requirements Report March 2017

Growth/Scenario 1 Baseline Recycling

LACW OAN Growth

Facility Type	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037
Landfill (C&I and LACW)	780,317	779,875	779,684	-75,179	-75,107	-75,091	-75,018	-74,939	-74,794	-74,557	-74,490	-74,491	-74,345	-74,195	-74,050	-73,954	-73,906	-73,845	-73,808	-73,788	-73,788	-73,807	-73,848
Landfill (Hazardous)	-1,954	-1,972	-1,983	-1,992	-2,001	-2,013	-2,023	-2,034	-2,045	-2,056	-2,067	-2,078	-2,088	-2,098	-2,108	-2,119	-2,130	-2,141	-2,153	-2,164	-2,175	-2,188	-2,199
Landfill (C, D&E)	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762	437,762
Energy from waste (C&I)	-237	-238	-239	-239	-238	-238	-238	-237	-237	-236	-235	-235	-235	-234	-233	-233	-233	-232	-232	-231	-232	-232	-232
Energy from waste (Hazardous)	-8,015	-8,075	-8,121	-8,163	-8,202	-8,248	-8,292	-8,341	-8,392	-8,446	-8,497	-8,550	-8,601	-8,647	-8,696	-8,744	-8,802	-8,855	-8,910	-8,966	-9,024	-9,082	-9,143
Thermal Treatment (Hazardous - no energy recovery)	-95	-95	-96	-97	-97	-98	-98	-99	-100	-100	-101	-101	-102	-103	-103	-104	-104	-105	-106	-106	-107	-108	-109
Recycling (Hholid, C, I, haz)	13,998	12,694	12,335	12,061	11,803	11,529	11,271	11,020	10,778	10,538	10,306	10,022	9,782	9,547	9,306	9,055	8,787	8,521	8,250	7,972	7,688	7,398	7,097
Recycling Metals	3,789	3,719	3,684	3,685	3,714	3,731	3,760	3,795	3,836	3,878	3,927	3,996	3,978	4,025	4,066	4,100	4,120	4,142	4,160	4,173	4,181	4,184	4,178
Treatment (Hazardous)	-1,226	-1,235	-1,242	-1,248	-1,254	-1,261	-1,268	-1,276	-1,283	-1,292	-1,300	-1,308	-1,316	-1,323	-1,330	-1,338	-1,346	-1,354	-1,363	-1,371	-1,380	-1,389	-1,398
Composting	44,373	43,365	42,872	42,579	42,286	41,993	41,700	41,407	41,114	40,821	40,528	40,235	39,942	39,649	39,356	39,063	38,770	38,477	38,184	37,891	37,598	37,305	37,012
Treatment plant LACW, C&I, C&D	6,291	4,982	4,415	4,145	3,829	3,403	3,126	2,874	2,646	2,527	2,486	2,276	2,249	2,157	2,088	1,990	1,825	1,701	1,562	1,421	1,257	1,090	1,151
Treatment Plant C, D & E	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620	42,620
Land recovery	140,208	106,151	106,116	106,097	106,072	106,040	106,017	105,995	105,975	105,961	105,952	105,936	105,929	105,917	105,907	105,893	105,882	105,872	105,862	105,852	105,842	105,832	105,822
Recovery LACW	-40,671	-42,649	-42,880	-43,312	-43,743	-44,174	-44,606	-45,037	-45,468	-45,900	-46,331	-46,762	-47,194	-47,625	-48,056	-48,488	-48,919	-49,350	-49,782	-50,213	-50,644	-51,076	-51,507
Transfer LACW, C&I, CDE	15,262	15,117	15,051	15,012	15,030	15,011	15,011	15,017	15,029	15,051	15,082	15,073	15,100	15,126	15,150	15,165	15,169	15,176	15,179	15,177	15,171	15,161	15,161
Total	1,432,422	1,692,019	1,689,997	833,751	832,473	830,955	829,724	828,546	827,442	826,469	825,642	824,833	823,478	822,577	821,668	820,635	819,494	-128,320	-129,478	-130,679	-131,941	-133,240	-134,327

Figure 1 - Waste Arisings and Capacity Requirements Report - Appendix 1

8.8 The data in these tables reveals a deficit in inert landfill options from 2031 due to the closure of Southworth Quarry, proposed for that year. Further, the report states in 7.9 that:

"It is not possible to identify the total existing capacity available to manage CD&E waste. This is because a number of facilities will accept these wastes alongside other waste streams. Operational exclusive CD&E waste management capacity at all types of facilities within Warrington is 1,912,660 tonnes as at 2015; however this includes 100,000 tonnes at Port Warrington which is now assumed to be complete and over 1 million tonnes of capacity at restricted landfill sites."

8.9 The other relevant landfill waste types ('Commercial and Industrial and Local Authority Collected Waste' and 'Hazardous') are projected to be running at a deficit throughout the plan period. We understand that facilities which accept such waste also accept clean, inert waste (which will be exacerbated following the closure of the Port Warrington waste facility)

and therefore the need for such facilities may be linked. The emerging local plan evidence base states that WBC is not planning for inert waste options beyond 2031, and that inert waste can be tipped at other sites (which show consistent deficits throughout the plan period), stating in 7.12 that:

"There is excess treatment capacity solely for the use of CD&E and it is likely that C&D waste will be treated at these sites and would meet this shortfall; as such there is no anticipated need for additional treatment capacity for CD&E waste."

8.10 We disagree with this assessment as there is anticipated to be a deficit from 2031, which falls within the plan period. The provision of additional inert waste facilities would alleviate some of the current deficits in other landfill sites, as well as making a significant contribution towards ensuring capacity for inert waste landfill options beyond 2031.

8.11 Paragraph 20 of the Framework states that strategic policies should *"set out an overall strategy for the pattern, scale and quality of development, and make sufficient provision"* for waste management. Paragraph 22 states that:

"Strategic policies should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure."

8.12 Given that the plan is unlikely to be adopted until 2020 at the earliest, the Council's approach does not comply with the aims of paragraph 22 of the Framework.

8.13 Paragraph 9.1.10 of the policy justification for ENV1 states that:

"The Waste Needs Assessment also identified a small requirement for additional treatment capacity for LACW, C&I and C&D wastes that cannot be recycled during the plan period. However, it is difficult to assess the exact requirements as a number of facilities accept more than one type of waste and the small gap could be met by surplus treatment capacity that is currently available for CD&E waste should this be capable of meeting the need. This requirement will be kept under review."

8.14 It is considered that a more comprehensive assessment of waste capacity must be undertaken to ensure there is sufficient capacity, along with the allocation of additional waste sites in order to provide sufficient flexibility should the assumption made by the Council above prove to be unfounded. Indeed, our client's own experience is that his facilities are in need of further expansion which cannot be accommodated physically on their existing site. A more

comprehensive review of needs and identification of further waste processing sites should be undertaken.

8.15 We therefore object to draft policy ENV1 in its current form, and consider the authority must allocate more waste sites in order to provide commensurate capacity for the significant needs that will arise during the plan period.

8.16 As set out above, our client has land interests in Warrington that could make a contribution towards addressing this shortfall. Our client is an established waste management operator and local employer who has the technical expertise and operational capacity to assist the Council in meeting these requirements.

8.17 We would be happy to enter into dialogue with the authority to assist in any way possible.

9. Summary and conclusions

9.1 We consider that the Proposed Submission Version Local Plan 2019 has a number of failings:

- The overall housing requirement of 18,900 dwellings over the plan period is too low. The Council has chosen to identify a requirement only marginally higher figure (4%) than the local housing need figure provided by the standard method. The circumstances in Warrington provide clear justification for planning for housing need figure. These are as follows:
 - The Council is part of the Cheshire and Warrington Growth Deal which provides funding to drive economic growth. The Government expects such authorities to go above minimum local need as identified under the standard method to bridge the gap between the standard method figure of 266,000 homes nationally and the target of 300,000.
 - The Council's jobs growth projections are unduly pessimistic. It is seeking a jobs growth figure substantially lower than past trends which is inconsistent with the overall aims of the Local Plan.
 - There are concerns with a number of the demographic assumptions applied in the LHNA in particular the assumed rate of double jobbing and the need for older persons housing.
 - The identified need for affordable housing will not be met. The LHNA shows that there has been an increase in affordable need from 250 dwellings per annum in the SHMA to 377 dwellings per annum. Under such circumstances the Council should strongly consider an increase in the housing requirement in accordance with the PPG.

- There is a significant overreliance on SHLAA sites. Not all of the sites identified in the SHLAA will come forward for development and a large discount is required for this element of the supply.
- There is a reliance on large scale strategic sites to meet the housing requirement over the plan period. The lead in times for these sites will be significant and consequently the anticipated build rates for the plan period are not realistic.
- The plan has insufficient flexibility to respond to change, for example the non-delivery of strategic sites in part or in full. In the absence of such flexibility, there is a real risk that the borough will not be able to demonstrate a sufficient supply of housing land.
- As result of the above two points, insufficient housing land has been identified in the short term, and overall to meet the identified requirement (let alone a higher figure). The supply of housing land should be increased and diversified through the addition of deliverable sites, which are not burdened by significant infrastructure requirements.
- There is no provision of safeguarded land. A significant amount of additional safeguarded land should be identified to meet development needs post 2037.
- Our client has land interests in Warrington that could make a contribution towards addressing this shortfall. Our client is an established waste management operator and local employer who has the technical expertise and operational capacity to assist the Council in meeting these requirements.

9.2 In summary, to boost significantly the supply of housing land, we consider that additional allocations are required. This would provide a reasonable prospect of the requirement being met. We do not consider that the plan should be submitted for examination until these fundamental issues of soundness have been resolved.

9.3 Representations specifically in relation to the omission sites are submitted under separate cover.



Local Plan Representations

Site-specific representations to the Warrington Local Plan
Submission Version – Various sites in Warrington

for ADS Estates

Emery Planning project number: 19-202

Project : 19-202
Site address : Warrington Local Plan,
Warrington
Client : ADS Estates

Date : 17 June 2019
Author : Shaun Gaffey/John
Coxon

Approved by : Rawdon Gascoigne

This report has been prepared for the client by Emery Planning with all reasonable skill, care and diligence.

No part of this document may be reproduced without the prior written approval of Emery Planning.

Emery Planning Partnership Limited
trading as Emery Planning.

Contents:

1. Introduction	1
2. Site selection process	1
3. Land at Walton Lea Road, Stockton Heath	2
4. Land to the south of Westbourne Road and west of Red Lane	7
5. Disused railway line, north of Station Road	11
6. Land to the south of Lymm Road, Thelwall	19
7. ADS Recycling, Camsley Lane	24
8. Appendices	29

1. Introduction

- 1.1 Emery Planning is instructed by ADS Estates to prepare and submit representations to the Proposed Submission Version Warrington Local Plan consultation currently being conducted by Warrington Borough Council in June 2019.
- 1.2 The representations are submitted in the form of this statement, which makes site-specific representations based on our client's interests in the Borough. Overarching strategic representations are forwarded under separate cover.
- 1.3 We propose our client's land interests as omission sites which are available and deliverable in the short term. These sites could make an immediate contribution to housing delivery in the Borough and would assist in providing a more flexible supply of housing land.
- 1.4 These sites were submitted as part of the formal call for sites exercise in December 2016 and the Regulation 18 consultation in September 2017. We resubmit them here for reconsideration for allocation, and respond to each relevant site appraisal as set out in the Council's evidence base.
- 1.5 We object to the omission of these sites from the Submission Version of the plan and consider they should be included as draft allocations for their respective proposed developments. Each site is assessed below.

2. Site selection process

- 2.1 In the first instance, there is no evidence that the Council has carried out any informed assessment as to the merits of sites selected for development and sites not selected for development through the Submission Version Local Plan. There is nothing within the evidence base that the Council has considered a site selection process methodology whereby it is made clear as to how sites have been 'sieved'.
- 2.2 A site selection process is critical to the local plan process as it allows for a clear and transparent process to be followed. It also helps to ensure that the plan represents an appropriate strategy as it allows for potential sites to be tested against the Council's overall vision and objectives. The site selection process should inherently be linked with the overall strategy for the emerging local plan i.e. sites selected serve a meaningful planning purpose.

- 2.3 However, an informed assessment of the Council's site selection process cannot be carried out on the basis of the evidence available. There is nothing within the evidence base documents that provides a rationale as to how sites have been accepted or otherwise rejected as potential site allocations. For instance, the Development Options and Site Assessment Technical Report & Site Assessment Proformas simply provide brief commentary on selected sites following a 'workshop' (it is not made clear what the nature and purpose of this workshop was and who was present). Notwithstanding the brevity of any assessment carried out, there is no overarching assessment as to why certain sites have then been selected as site allocations.
- 2.4 This falls significantly short of what is required to ensure a fair and transparent site selection process that contributes to the emerging local plan overall vision and objectives. This is a fundamental and overriding flaw in the preparation of the local plan. This is contrary to the PPG, which advises that all land should be assessed together as part of plan preparation to identify which sites are the most suitable and deliverable for a particular use (paragraph 3-001).

3. Land at Walton Lea Road, Stockton Heath

Site location and description

- 3.1 This is a greenfield site located at the western edge of Higher Walton which is in essence part of the Warrington Urban Area. However, it is located within the Green Belt. A site location plan is appended at EP1.
- 3.2 The site is bounded to the west by Walton Lea Road which also extends around the northern boundary. The eastern boundary is existing residential development accessed off Cranleigh Close and Hillford Crescent. The southern boundary is a canal. The site is effectively enclosed by existing permanent development on all sides. In addition, Warrington Sports Club is located on the opposite side of Walton Lea Road, adjacent to the site.
- 3.3 In total the site is 3.03 hectares (7.50 acres) and is within the ownership of our client. The site is a vacant greenfield site. We are not aware of any constraints to development and the site is available and suitable for residential development.

Green Belt considerations

- 3.4 Paragraph 136 of the NPPF confirms that Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of the Local Plan. The release of

Green Belt land for housing development is necessary in order to meet unmet and future housing needs of Warrington and the wider Borough. This comprises exceptional circumstances for the purposes of the NPPF, and is accepted by the authority.

3.5 Our client's site was assessed through wider parcel WR32 through the Warrington Green Belt Assessment (2016), and specifically assessed as parcel R18/108 in the 2017 consultation. However, we made representations to the 2017 consultation stating that no assessment provided for R18/108 in the Green Belt Assessment. We recommended that the council assessed the site on its own merits as soon as possible, as it is a highly logical site for residential development; particularly in the context of its relationship to the South Western Urban Extension (whose release has not been considered to harm the Green Belt) and the existing urban area adjacent to its eastern boundary.

3.6 This was not done, and no further assessments have been conducted as part of the latest consultation, and the site is not assessed in the Site Assessment Proformas (2019) or the Options and Site Assessment Technical Report (2019). The Council has not properly considered all reasonable alternatives. We are therefore compelled to rely on our 2017 submission in respect of the Council's assessment of the site's Green Belt contribution. However, we summarise our findings in the table below:

Main purpose	Summary assessment undertaken by Emery Planning
To check unrestricted urban sprawl	<p>The site is adjacent to development to the east and north, and would represent a highly logical rounding off of the Green Belt boundary.</p> <p>The site is clearly defined by its strong boundaries.</p> <p>Furthermore, the remainder of the parcel to the west is highly unlikely to be developed or subject to sprawl as it is a well-established and well used recreational facility with extensive open playing fields.</p>
To prevent neighbouring towns merging into one another	<p>The development of the site would not in itself lead to neighbouring towns merging into one another due to the particular characteristics of the site as set out above.</p> <p>Furthermore, the proposed allocation of the SW Extension to the west would further weaken the site's contribution to this purpose.</p>
Safeguarding the countryside from encroachment	<p>The site's clearly defined strong boundaries on all sides, combined with having built development to the north, east and south clearly indicates that it has 'no contribution' or at</p>

	<p>most a 'weak contribution' to the Green Belt purpose of encroachment and would be a logical extension of the urban area by rounding off the existing Green Belt boundary.</p> <p>This is further supported by the proposed allocation of otherwise open land to the west as part of draft policy MD3 (SW Extension)</p>
Preserve the setting and special character of historic towns	<p>The site does not play a role in the setting or significance of the historic settlements.</p>

- 3.7 The site is not physically constrained by flood risk, ecological issues or topography and has good access to Walton Lea Road to the west and the surrounding highway network. The site is highly sustainable within walking distance of the centre of Stockton Heath. It is well related to local infrastructure and amenities.
- 3.8 The site is available and suitable for residential development but is not deliverable at this time due to the Green Belt policy designation. Removal of this site from the Green Belt would not harm the purposes of the Green Belt and would provide deliverable residential development which would contribute towards the Borough's significant housing requirement.
- 3.9 In summary, we object to the omission of our client's site from the draft plan, and consider it should be removed from the Green Belt and allocated and/or safeguarded for residential development going forward. Strategic representations are submitted separately on behalf of ADS Estates. In summary, it is considered that the authority has not allocated enough residential sites to meet its requirement over the plan period. Subsequently, additional sites must be allocated to provide the required numbers as well as providing flexibility in the supply should other proposed allocations fail to deliver at the anticipated rates.
- 3.10 Therefore, the proposed omission of our client's land is not considered to be justified in in this context, and is further supported by the allocation of land in the proposed South West Extension immediately to the west. The site is highly logical for release from the Green Belt.
- 3.11 The release of Green Belt land across the borough should also be seen within the context of the following bullet points of paragraph 139 of the NPPF:

"When defining boundaries, local planning authorities should:

- *ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;*
- *where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;*
- *make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;*
- *satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and*
- *define boundaries clearly, using physical features that are readily recognisable and likely to be permanent."*

3.12 The release of our client's site for housing development would help to meet the identified housing requirements for sustainable development.

3.13 Paragraph 138 of the NPPF states that when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. We undertake an assessment below of our client's land with regard to the three roles of sustainable development as set out at paragraph 8 of the NPPF:

Economic: New housing development is required across the Borough to include areas of the designated Green Belt in order to ensure that the Borough has a stable workforce in terms of ability and age profile. The construction of new houses would also create construction jobs in the short term, and once occupied, new residents would boost householder spending on goods and services within the surrounding area. New housing development would also generate a New Homes Bonus for the borough.

Social: Paragraph 8 of the NPPF states that one of the requirements is the supply of housing to meet the needs of present and future generations. The release of our client's site for new housing development would help to ensure that the identified housing needs of the Borough in terms of market and affordable housing are met.

Environmental: The site is in a sustainable location (as set out by the Council's own site assessment in the 2019 Sustainability Appraisal) with easy and convenient access to a wide range of local services and public transport options. The site is located at the edge of Warrington and is suitable for new housing developments in terms of infrastructure requirements and landscape impact. The release of this site for housing development would comprise a logical urban extension with negligible impacts in relation to the main purposes of including land within the Green Belt.

3.14 The release of our client's site from the Green Belt for new housing development as part of the emerging local plan is considered to be fully justified with due regard to the relevant paragraphs of the NPPF set out above.

Sustainability Appraisal: SA Report (March 2019)

3.15 The SA forms part of the evidence base for the Submission Version Local Plan consultation, and assesses our client's site as per its SHLAA reference (R18/108) as follows:

SHLAA Ref	Site Name	Location	EC1	EC2	EC3	HM1	HM2	HM3	ACC1	ACC2	ACC3	ACC4	ACC5	HO1	NR1	NR2	NR3	NR4	NR5	RJ3	BNH1	BNH2	BNH3	BG1	BG2	BG3	BG4	RJ1	RJ2
89	R18/073	Land rear of Alcan factory	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
103	R18/087	Land off Stanley Street	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
119	R18/103	Spectra Park	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
120	R18/104	Diuesad Railway Line, Latchford	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
124	R18/108	Land at Waton Lea Road	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
137	R18/121	Arpley Meadows	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
138	R18/122	Black Bear Bridge	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
140	R18/124	Common Lane, Latchford	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
141	R18/125	Land at High Waton	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
152	R18/136	Land at Thelwall Lane East	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
153	R18/137	Land at Thelwall Lane West	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
181	1563	Arpley Meadows (southern former landfill stage)	Central	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
33	R18/015	Ramswood Nursery	East	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green

3.16 The SA confirms that the site is in a sustainable location and there are no constraints that could not be mitigated as part of a development scheme. The site did not perform poorly in any aspect.

3.17 The site is already highly sustainable, and would be in close proximity to a large-scale urban extension that would ensure the provision of facilities, amenities and services, and the site is suitable for residential development on that basis.

4. Land to the south of Westbourne Road and west of Red Lane

Site location and description

- 4.1 A site location plan is appended at **EP2**.
- 4.2 The site is a greenfield site located to the south of residential development along Westbourne Road. It is bounded to the east by Red Lane and to the west and south by open fields which have also been assessed as part of the Green Belt assessment. We are not aware of any constraints to development and the site is available and suitable for residential development, in line with local and national planning policy.

Green Belt considerations

- 4.3 We made representations to the Call for Sites exercise in December 2016, and representations to the Preferred Options consultation in September 2017, where the site was individually assessed as R18/105.
- 4.4 It was assessed in the 2017 Overall Assessment as making a 'weak contribution' to the Green Belt. However, in the justification, the site is assessed as making a moderate contribution overall. We sought clarity on this issue and confirmation that the site does indeed make a 'weak contribution' to the Green Belt in our representations in 2017.
- 4.5 Disappointingly, the Council has not clarified the position and the site has not been assessed in the 2018 exercises. Further, the site is not assessed in the Site Assessment Proformas (2019) or the Options and Site Assessment Technical Report (2019). We therefore reiterate our comments above and rely on our 2017 Green Belt assessment here. We summarise our findings in the table below:

Main purpose	Summary assessment undertaken by Emery Planning
To check unrestricted urban sprawl	<p>The site represents a logical rounding off of the settlement boundary and is adjacent to residential development on both its northern and eastern boundaries.</p> <p>It would not therefore represent unrestricted urban sprawl.</p>
To prevent neighbouring towns merging into one another	<p>The development of the site would not lead to neighbouring towns merging into one another. It is a rounding off of Walton and would not close the distance between Warrington and</p>

	any other settlement.
Safeguarding the countryside from encroachment	<p>The site has clearly defined, durable boundaries consisting of trees, a cemetery boundary and a golf course boundary.</p> <p>This clearly indicates that it has 'no contribution' or at most a 'weak contribution' to the Green Belt purpose of encroachment and would be a logical extension of the urban area by rounding off the existing Green Belt boundary.</p> <p>This is further supported by the proposed allocation of otherwise open land to the west as part of draft policy MD3 (SW Extension)</p>
Preserve the setting and special character of historic towns	The site does not play a role in the setting or significance of the historic settlements.

- 4.6 The site is not physically constrained by ecological issues or topography and has good access to Red Lane to the east and the surrounding highway network. The site is highly sustainable within walking distance of Lower Walton. It is well related to local infrastructure and amenities.
- 4.7 The site is available and suitable for residential development but is not deliverable at this time due to the Green Belt policy designation. Removal of this site from the Green Belt would not harm the purposes of the Green Belt and would provide deliverable residential development which would contribute towards the Borough's significant housing requirement.
- 4.8 In summary, we object to the omission of our client's site from the draft plan, and consider it should be removed from the Green Belt and allocated and/or safeguarded for residential development going forward. Strategic representations are submitted separately on behalf of ADS Estates. In summary, it is considered that the authority has not allocated enough residential sites to meet its requirement over the plan period. Subsequently, additional sites must be allocated to provide the required numbers as well as providing flexibility in the supply should other proposed allocations fail to deliver at the anticipated rates.
- 4.9 Therefore, the proposed omission of our client's land is not considered to be justified in in this context, and is further supported by the allocation of land in the proposed South West Extension immediately to the west.
- 4.10 Allocation of both this site and the Walton Lea Road site assessed above would ensure logical rounding off of existing built form in highly sustainable locations that would complement and

potentially contribute towards the delivery of draft allocation MD3. The allocation of both sites for residential development would ensure the early delivery of housing on land in the ownership of a local developer with a good track record of delivering housing in the borough.

4.11 The release of Green Belt land across the borough should also be seen within the context of the following bullet points of paragraph 139 of the NPPF:

“When defining boundaries, local planning authorities should:

- ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;*
- where necessary, identify in their plans areas of ‘safeguarded land’ between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;*
- make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;*
- satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and*
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent.”*

4.12 The release of our client's site for housing development would help to meet the identified housing requirements for sustainable development.

4.13 Paragraph 138 of the NPPF states that when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. We undertake an assessment below of our client's land with regard to the three roles of sustainable development as set out at paragraph 8 of the NPPF:

Economic: New housing development is required across the Borough to include areas of the designated Green Belt in order to ensure that the Borough has a stable workforce in terms of ability and age profile. The construction of new houses would also create construction jobs in the short term, and once occupied, new residents would boost householder spending on goods and services within the surrounding area. New housing development would also generate a New Homes Bonus for the borough.

Social: Paragraph 8 of the NPPF states that one of the requirements is the supply of housing to meet the needs of present and future generations. The release of our client's site for new

housing development would help to ensure that the identified housing needs of the Borough in terms of market and affordable housing are met.

Environmental: The site is in a sustainable location (as set out by the Council's own site assessment in the 2019 Sustainability Appraisal) with easy and convenient access to a wide range of local services and public transport options in Higher Walton. The site is located at the edge of Warrington and is suitable for new housing developments in terms of infrastructure requirements and landscape impact. The release of this site for housing development would comprise a logical urban extension with negligible impacts in relation to the main purposes of including land within the Green Belt.

4.14 The release of our client's site from the Green Belt for new housing development as part of the emerging local plan is considered to be fully justified with due regard to the relevant paragraphs of the NPPF set out above.

Sustainability Appraisal: SA Report (March 2019)

4.15 The SA forms part of the evidence base for the Submission Version Local Plan consultation, and assesses our client's site as per its SHLAA reference (R18/105) as follows:

				<div style="display: flex; flex-direction: column; align-items: flex-start;"> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 15px; height: 15px; background-color: red; margin-right: 5px;"></div> Mitigation <u>likely to be</u> required/ unavoidable impacts </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 15px; height: 15px; background-color: orange; margin-right: 5px;"></div> Mitigation <u>may be</u> required/ unavoidable impacts </div> <div style="display: flex; align-items: center; margin-bottom: 5px;"> <div style="width: 15px; height: 15px; background-color: lightgreen; margin-right: 5px;"></div> Unlikely to have a major impact on trends </div> <div style="display: flex; align-items: center;"> <div style="width: 15px; height: 15px; background-color: green; margin-right: 5px;"></div> Promotes sustainable growth </div> </div>																											
				EC1. Loss of employment land	EC2. Distance to Principal Road Network	EC3. How close to key employment sites	FW1. Supported by community facilities	FW2. Access to local natural greenspace	FW3. Access to formal play space	ACC1. Access to nearest primary school	ACC2. Access to nearest secondary school	ACC3. How well served is the site by a bus	ACC4. How accessible is site to train station	ACC5. Distance to GP service/ health centre	HO1. Will development meet housing need	NR1. Potential impacts on air quality	NR2. Remediation of contaminated land	NR3. Loss of High Quality Agricultural Land	NR4. Groundwater Source Protection Zone	NR5. Site within identified flood zone	RU3. Potential to safeguard/ sterilise minerals	BNH1. Proximity to designated heritage assets	BNH2. Effect upon heritage assets	BNH3. Capacity for landscape to accommodate	BG1. Impact on European Site/ SPA/ SAC	BG2. Potential impact on a SSSI	BG3. Potential impact on Local Wildlife Site	BG4. Potential impact on TPOs	RU1. Use of previously developed land	RU2. Access to HWRC	
107	R18/091	Land at Stretton Road	South																												
116	R18/100	ADS Recycling, Camsley Lane	South																												
118	R18/102	Land east of Houghs Lane	South																												
121	R18/105	Land south of Westbourne road	South																												
122	R18/106	Land at Bradley Hall Farm, Cliff Road	South																												
126	R18/110	Land north of Grappenhall Lane	South																												
128	R18/112	Land north of Knutsford Road	South																												
130	R18/114	Land SW of Atley Road	South																												
132	R18/116	Land south of Lymm Road, Thelwall	South																												
139	R18/123	Cliff Lane Aqueduct	South																												
147	R18/131	Land off London Road, Stockton Heath	South																												
268	R18/139	R18/139A	South																												
269	R18/139	R18/139B	South																												

- 4.16 The SA confirms that the site is in a sustainable location and there are no constraints that could not be mitigated as part of a development scheme. The site scored poorly in terms of landscape issues. However, our client would be willing to collaborate with the authority on providing optimum mitigation for any landscape concerns that may arise from the delivery of the site for residential development.
- 4.17 The site is already highly sustainable, and would be in close proximity to a large-scale urban extension that would ensure the provision of facilities, amenities and services, and the site is suitable for residential development on that basis.
- 4.18 In summary, delivery of this site, along with the Walton Lea Road site which lies in very close proximity to the north west, would provide much needed market and affordable housing in a highly sustainable location; well related to existing development and the proposed SW Extension. The sites are under the control of a single owner, who is a local developer with a strong track record of delivering housing throughout the borough.
- 4.19 On this basis, it is considered both site should be included in the plan as either standalone or a single draft allocation. There are no site specific constraints that would prevent the delivery of these sites in the early stages of the plan.

5. Disused railway line, north of Station Road

Executive Summary

- 5.1 In summary, these representations propose the site's allocation for mixed use development, to be delivered as part of a standalone draft allocation in the emerging Warrington Local Plan.
- 5.2 We have conducted a full review of the emerging plan and supporting evidence base, and make the following comments:
- We object to the site's omission from the allocations as set out in the Submission Version Local Plan, and object to the Council's justification for doing so.
 - Delivery of the site would represent significant regeneration benefits and would provide much needed housing and employment opportunities on land that is not in the Green Belt.

- The site is deliverable for mixed use development in the short to medium term, and could make an early contribution to the delivery required housing in the borough; including affordable housing, for which there is an acute need.
- There are no technical constraints that would materially weigh against the site's delivery as a standalone mixed use allocation that would have significant regeneration benefits for the local area.

5.3 These comments are fully set out below.

Site location and description

- 5.4 The proposed development site forms part of the former Warrington and Altrincham Junction Railway that was in operation from 1853 to 1985.
- 5.5 The site forms a linear strip of land located to the north of Station Road and Woolacombe Close and can be divided into three distinct areas (location plan attached at **EP3** and concept layout plan attached at **EP4**). The embankment comprises semi-natural woodland, scrub, semi-improved grassland, continuous bracken, tall ruderals, ephemeral/short perennials, introduced shrubs and invasive place species (Japanese knotweed). The old railway line and rail infrastructure are still evident.
- 5.6 Area 1 is the central area between Wash Lane and Knutsford Road, and crosses Grammar School Road by way of a sandstone bridge. To the north of the central section of the site is Sir Thomas Boteler High School; the playing fields of which adjoin the embankment and are identified in the Unitary Development Plan (UDP) as Urban Green Space. To the south, Cantilever Gardens, a modern residential development of 2 and 3 storey apartment buildings adjoins the site. The remaining boundaries with Station Road comprise vacant land and scrub. Area 1 extends to approximately 2.55ha.
- 5.7 Area 2 is the western section of the site to the north of Woolacombe Close (made up of predominately 2 storey dwellings) and is bounded to the north by further residential development in Blackly Close and Our Lady's Primary School. Area 2 extends to approximately 1.21ha.
- 5.8 Area 3, the eastern section of the site, extends to approximately 1.1ha and forms an area of land east of Knutsford Road to the north of residential development in Mersey Path and south of mixed residential and commercial development on Dover Road and Belmont Close.

- 5.9 The total site area detailed on the location plan at **EP3** extends to approximately 4.86ha.
- 5.10 Whilst part of the former line between Latchford and Broadheath now forms part of the Trans Pennine Trail, this land is disused, has no formal public access, and does not contain any public rights of way.

Proposed use

- 5.11 As set out in our previous submissions, the site is being promoted for a mixed-use development, incorporating residential development of up to 280 dwellings and mixed commercial uses (see concept layout plan at **EP4**).
- 5.12 The proposals involve the development of the 3 separate parcels of land independently in a character and form best suited to the site's surroundings, whilst delivering a cohesive area of high quality mixed residential and commercial development across the site as a whole. The proposal would also deliver local infrastructure improvements and maintain, at least, the limited ecological interest currently within the site.
- 5.13 Area 1 is proposed to accommodate the highest density of development in keeping with the surrounding development to the south at Canterlever Gardens and has capacity to accommodate in the region of 100 apartments, 1950sqm of commercial space as well as a small number of terrace and mews properties. Access to this area would be taken from Station Road and would relate well as an extension of the existing central area of Latchford.
- 5.14 Area 2 is considered to lend itself to more traditional 2 storey development in the form of approximately 50 semi-detached dwellings with access taken from Wash Lane.
- 5.15 Area 3 would gain access via an existing vacant site on Dover Road and would again be appropriate for a traditional form of development encompassing a mix of two storey semi-detached and terraced properties; as well as the number of three storey apartments. This would reflect the character of the adjacent sites. The area is likely to be able to accommodate in the region of 50 apartments; 25 terraced properties and 20 semi-detached properties.
- 5.16 Each of the sites would also encompass public open space, landscaping and an appropriate level of car parking.

- 5.17 Initial ecological assessment of the site has identified it to be of value to the local area as a wildlife corridor as it provides a means of dispersal for many species between fragmented habitats. As such, the development proposals would be designed to minimise the impact of the development by maintaining complete connectivity through the site and compensating for any loss to the width of the site by enhancing the retained areas for the benefit of wildlife.
- 5.18 Given the current raised nature of the site in the form of an embankment ranging between 30 and 70 metres wide, in order to make the site developable there would be a degree of excavation and levelling required. The proposals include lowering the level of the embankment to varying degrees across the site to make it structurally sound and development at an appropriate level to be in keeping with its surroundings. The levelling of the site would involve both an element of 'cut and fill' on site from areas of embankment to areas of depression, as well as transportation of a percentage of the overburden off site. Any material transported off site would be reused as aggregate and is anticipated to provide a sustainable source of materials locally.
- 5.19 Initial pre-application discussions have taken place with the Local Planning Authority, and an EIA Scoping Opinion has been provided in advance of a future planning application. For reference a copy of our Scoping Report is appended at **EP5**.

Submission Version Local Plan Evidence Base

Site Assessment Proformas (June 2019)

- 5.20 Warrington Borough Council has carried out assessments of sites put forward to past consultations as part of the evidence base for the proposed Submission Version of the plan. Our client's site is identified as 'Site Ref: R18/P2/104A (Contains smaller R18/104)'.
- 5.21 The site is assessed as follows:
- The site was appraised by the Council as a desk top study only, and a site visit was not conducted.
 - The site forms a raised linear strip between existing residential developments. The embankment comprises semi-natural woodland, scrub, semi-improved grassland. In many places the old railway line and rail infrastructure are still evident.

- Site access not possible at the present time. At the point where level access is achievable it is unlikely that an appropriate access arrangement meeting required standards could be provided.
- The site would contribute to meeting development needs within the existing urban area but would potentially compromise the ability for future re-use of a disused railway line which could contribute to future sustainable transport improvements.
- The site is graded 'C-D' in the context of the Council's EDNA (2019) and therefore does not perform as strongly in terms of its contribution to meeting Warrington's strategic employment land needs as other assessed sites.
- The site is considered to be suitable, available and is being actively promoted through the Local plan process, and is unlikely to have a major impact on trends. However, Latchford is not identified in the EDNA (2019) research as an area of major demand for new employment uses. It is located within an area of low viability.
- The site would contribute to meeting development needs within the existing urban area but would potentially compromise the ability for future re-use of a disused railway line which could contribute to future sustainable transport improvements.

5.22 We disagree with the assessment that appropriate access could not be provided for the site. As set out above, the scheme would comprise an element of leveling and excavation, which in turn would provide opportunities for creating safe vehicle and pedestrian access. Our client would proactively work with the Council and transport consultants to ensure that optimum access arrangements could be achieved.

5.23 We object to the assessment of the site in the Council's EDNA (2019), which states that:

"Brownfield land under developer control, but developer commitment to delivering the specific employment element is not evidenced. B-Class delivery here is ultimately dependant on the suitability and deliverability of the wider mixed-use scheme, which must overcome a number of physical constraints."

5.24 The site has been consistently promoted throughout the emerging plan process as a mixed use (part employment/part residential) scheme. Our client is a local employer with a consistent record of providing employment schemes in the borough. The allocation of the site for the proposed use would make a contribution to the Council's identified employment needs. Further, allocation of sites such as this would provide flexibility in the supply, which is currently disproportionately dependent on the delivery of large scale allocations such as the Warrington Garden Suburb; and any slippage in its delivery would result in the Council failing to meet its requirements.

5.25 The EDNA goes on to state that:

"Latchford not identified in research as an area of major demand for new employment uses. However, Station Road is home to an existing cluster of employment uses and modest scale of B-Class development proposed would be in character with that cluster."

5.26 It is clear from the Council's own assessment that the proposed mixed use scheme would not be out of character with the surrounding area, which is a mix of residential and employment uses.

5.27 As per the Council's own evidence, the site is considered to be suitable, available and has been actively promoted through the local plan process. Further, the site would contribute to meeting development needs within the existing urban area and would provide significant regeneration opportunities.

5.28 We strongly object to the exclusion of the site on the basis that the disused railway could at some point come back into use. The railway is in multiple ownership and there are ecological designations on parts of the line not under our client's control that would prevent its reinstatement as an active railway in future.

5.29 On that basis, it is considered that the site is deliverable as an allocation that would make a significant regeneration contribution, as well as providing much needed housing and employment land.

Sustainability Appraisal: SA Report (March 2019)

5.30 The SA forms part of the evidence base for the Submission Version Local Plan consultation, and assesses our client's site as per the 2018 SHLAA references (R18/P2/104A (Contains smaller R18/104)) as follows:

Employment site options

Table 6.4: Employment site options



AECOM ID	Site ID	Site Name	Urban location	EC1	EC2	EC3	ACC3	ACC4	NR1	NR2	NR3	NR4	NR5	RUB	BNH1	BNH2	BNH3	BG1	BG2	BG3	BG4	RU1	
	R18/133	Port Warrington	South West	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	R18/121	Arpley Meadows	Central warrington	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	R18/P2/104A (Contains smaller R18/104)	Disused Railway Line, North of station Road	Central warrington	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	R18/061, R18/P2/100	Land N of Barleycastle Lane, Appleton	South Warrington	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	18/043	Land at Barleycasile Lane, Appleton	South Warrington	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	R18/106, R18/P2/145	Land at Bradley Hall Farm, Cliff Road	South Warrington	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	R18/147, (Part R18/143)	Land south of Barleycastle Lane	South Warrington	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	R18/148), (Part R18/P2/099)	Land south of Barleycastle Lane	South Warrington	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	(R18/150), (Part R18/P2/098)	Land off Barleycastle Lane	South Warrington	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	R18/151, (Part R18/P2/097)	Land off Barleycastle Lane(Schofield/Stafford Site 2)	South Warrington	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
	R18/152	North side of Cartridge Lane	Lymm	Green	Green	Red	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green

42

5.31 The site performs well against most criteria, and it is considered that the identified constraints could be mitigated as part of the proposed mixed use scheme.

Planning considerations

5.32 The site is available now, and the proposed development is considered to be viable. The site is being actively promoted by ADS Estates, which is headed by a local entrepreneur and developer.

5.33 The site offers an opportunity to deliver up to 280 dwellings and other uses on land within the urban area. As such it could assist in minimising the amount of Green Belt land required in order to meet the objectively assessed development needs of the plan.

5.34 The site comprises previously developed land in a sustainable location. The majority of the land is not covered by any specific planning policy designation in the current Local Plan, other than being within the defined settlement limits. Therefore, in principle, the redevelopment of a previously developed site within the urban area should be acceptable.

5.35 There are potentially very significant regeneration benefits arising from the development of the site. The railway line and waterfront at Latchford is currently severely neglected and underused.

It represents a major area of opportunity for enhancing the built environment and revitalising the local area through inward investment. The proposed redevelopment is capable of creating an attractive environment that can be enjoyed by residents and employees of Latchford and remove a physical barrier between the centre of Latchford and the Waterfront which we consider is one of the primary reasons the area has not developed in the way it could have.

- 5.36 The development could deliver significant transport and connectivity improvements. The current disconnect between Latchford and its neglected waterfront is largely due to the physical severance caused by the railway line and the bridges. The proposed development can bring about substantial physical regeneration, and help to reconnect Latchford with the waterfront. The removal of the bridges also offers the opportunity to improve the existing highways situation.
- 5.37 A number of site specific matters have been investigated, including trees and ecology. The site comprises a mix of semi-natural woodland, scrub, semi-improved grassland, continuous bracken, tall ruderals, ephemeral/short perennials, and introduced shrubs. It is acknowledged to be of value to the local area as a wildlife corridor. In order to minimise the impact of development on the railway corridor complete connectivity through the site would be maintained and compensation habitat for the benefit of wildlife would be created. The draft masterplan incorporates areas of open green space and wildlife habitat. Appropriate planting and management throughout the development would form part of the mitigation and enhancement package.
- 5.38 There are no designated assets (Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens, and Registered Battlefields) within the site boundary. However the railway bridge at Knutsford Road is noted in the Unitary Development Plan (Annex 10) as being a structure of local importance of architectural or historic interest. This bridge is proposed to be demolished as part of the proposed development. However the bridge acts to constrain highway flows in the local area and its removal could offer the opportunity to improve highway convenience and safety.
- 5.39 A number of Listed Buildings are located within 1km of the site boundary. However, these are all either within an urban context or far enough away from the site so that there is unlikely to be any impact upon their settings or significance.

5.40 The plans within the document do not appear to designate the site for any use, although a small part is identified as greenspace. A designation for greenspace is not evidenced or justified within the plan or evidence base. Similarly, for any proposed highway improvements notwithstanding that we are aware of these unjustified and un-evidenced proposals, they are not apparent in the online accessible proposals plans and need significant further consultation.

Summary and conclusions

5.41 The site offers significant opportunities to bring this former railway land, which has remained unused for some 30 years, back into productive use to create an attractive and sustainably designed residential and commercial development within walking/cycling distance of local services and facilities. The development would also provide a sustainable source of recycled base material for use in construction throughout the local area.

5.42 The mixed residential and commercial development of the site will enable regeneration of this area and greater connectivity between Latchford and the canal and removing a significant physical barrier within the community. It would also help contribute to the Council's deliverable housing land supply and importantly the affordable housing needs of the Borough, which are identified as acute. It would also comply with the sustainable-led aims of the Government as set out in the Framework.

6. Land to the south of Lymm Road, Thelwall

Executive Summary

6.1 In summary, these representations propose the site's allocation for residential development, to be delivered in the early stages of the plan.

6.2 We have conducted a full review of the emerging plan and supporting evidence base, and make the following comments:

- The site makes a weak contribution to the purposes of the Green Belt.
- The site is deliverable for residential development in the short term, and would make an immediate contribution to the delivery of required housing in the borough; including affordable housing, for which there is an acute need.

- The site should be designated as safeguarded land at the very least, in order to provide flexibility should other proposed allocations fail to deliver, or for housing beyond the plan period.
- There are no technical constraints that would materially weigh against the site's delivery as a standalone residential allocation.

6.3 These comments are fully set out below.

Site location and description

6.4 This is a greenfield site located at the eastern edge of Thelwall, located within the Green Belt. A site location plan is appended at **EP6**.

6.5 The site is bounded to the west by existing residential development along Bell Lane as well as a boundary of existing vegetation. The eastern boundary is another linear line of vegetation beyond which lies an agricultural field. The southern boundary is Stockport Road. Finally, the site is bounded to the north by the B5157.

6.6 The site is approximately 3.36ha in area and is within the ownership of our client. The site is a vacant greenfield site. We are not aware of any constraints to development and the site is available and suitable for residential development, in line with local and national planning policy. Only the existing Green Belt designation prevents the site coming forward now.

Green Belt considerations

6.7 Paragraph 136 of the NPPF confirms that Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of the Local Plan. The release of Green Belt land for housing development is necessary in order to meet unmet and future housing needs of Thelwall and the wider Borough. This comprises exceptional circumstances for the purposes of the NPPF, and is accepted by the authority.

6.8 Our client's site was assessed through wider parcel WR32 through the Warrington Green Belt Assessment (2016), and specifically assessed as parcel R18/116 in the 2017 consultation. No further assessments have been conducted as part of the latest consultation, and the site is not assessed in the Site Assessment Proformas (2019) or the Options and Site Assessment Technical Report (2019). We therefore rely on our 2017 submission in respect of the Council's assessment of the site's Green Belt contribution. However, we summarise our findings in the table below:

Main purpose	Summary assessment undertaken by Emery Planning
To check unrestricted urban sprawl	The site is adjacent to the Warrington urban area. There is existing residential development to all four sides of the site, and its delivery would not represent unacceptable urban sprawl.
To prevent neighbouring towns merging into one another	The development of the site would not in itself lead to neighbouring towns merging into one another. This is acknowledged in the Green Belt Assessment of R18/116. The nearest settlement is some distance from the site and the bulk of the Green Belt would remain. The development of this site represents a logical rounding-off opportunity. The council agrees that it makes a weak contribution in this respect
Safeguarding the countryside from encroachment	There would be some encroachment but this must be considered in light of the required uplift in housing targets as set out in this report, and the fact that releasing more Green Belt is the only realistic option for meeting those needs. The site has clearly defined boundaries to the west, north and south. The development of the site would be well screened by existing residential development and would not appear as an intrusion into the open countryside. Countryside beyond would fulfil the safeguarding criteria. We do not therefore agree that the site makes a strong contribution.
Preserve the setting and special character of historic towns	The site does not play a role in the setting or significance of the historic settlements.

6.9 As set out above, the site is considered capable of being developed without resulting in unrestricted urban sprawl or coalescence of urban areas and with respect to landscape and visual matters. On this basis, it is considered that our site makes a 'weak' contribution to the openness and main purposes of the Green Belt.

6.10 In summary, we object to the omission of our client's site from the draft plan, and consider it should be removed from the Green Belt and allocated and/or safeguarded for residential development going forward. Strategic representations are submitted separately on behalf of ADS Estates. In summary, it is considered that the authority has not allocated enough residential sites to meet its requirement over the plan period. Subsequently, additional sites must be allocated to provide the required numbers as well as providing flexibility in the supply should

other proposed allocations fail to deliver at the anticipated rates. Therefore, the proposed omission of our client's land is not considered to be justified in in this context.

6.11 The release of Green Belt land across the borough should also be seen within the context of the following bullet points of paragraph 139 of the NPPF:

"When defining boundaries, local planning authorities should:

- ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;*
- where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;*
- make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;*
- satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and*
- define boundaries clearly, using physical features that are readily recognisable and likely to be permanent."*

6.12 The release of our client's site for housing development would help to meet the identified housing requirements for sustainable development.

6.13 Paragraph 138 of the NPPF states that when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. We undertake an assessment below of our client's land with regard to the three roles of sustainable development as set out at paragraph 8 of the NPPF:

Economic: New housing development is required across the Borough to include areas of the designated Green Belt in order to ensure that the Borough has a stable workforce in terms of ability and age profile. The construction of new houses would also create construction jobs in the short term, and once occupied, new residents would boost householder spending on goods and services within the surrounding area. New housing development would also generate a New Homes Bonus for the borough.

Social: Paragraph 8 of the NPPF states that one of the requirements is the supply of housing to meet the needs of present and future generations. The release of our client's site for new housing development would help to ensure that the identified housing needs of the Borough in terms of market and affordable housing are met.

Environmental: The site is in a sustainable location (as set out by the Council's own site assessment in the 2019 Sustainability Appraisal) with easy and convenient access to a wide range of local services and public transport options. The site is located at the edge of Warrington and other significant settlements and is suitable for new housing developments in terms of infrastructure requirements and landscape impact. The release of this site for housing development would comprise a logical urban extension with negligible impacts in relation to the main purposes of including land within the Green Belt.

6.14 The release of our client's site from the Green Belt for new housing development as part of the emerging local plan is considered to be fully justified with due regard to the relevant paragraphs of the NPPF set out above.

Sustainability Appraisal: SA Report (March 2019)

6.15 The SA forms part of the evidence base for the Submission Version Local Plan consultation, and assesses our client's site as per its SHLAA reference (R18/005) as follows:

Reference	SHLAA Reference	Location	Direction	EC1	EC2	EC3	HW1	HW2	HW3	ACC1	ACC2	ACC3	ACC4	ACC5	HO1	NR1	NR2	NR3	NR4	NR5	RU3	BNH1	BNH2	BNH3	BG1	BG2	BG3	BG4	RU1	RU2
107	R18/091	Land at Stretton Road	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
116	R18/100	ADS Recycling, Camsley Lane	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
118	R18/102	Land east of Hough's Lane	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
121	R18/105	Land south of Westbourne road	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
122	R18/106	Land at Bradley Hall Farm, Cliff Road	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
126	R18/110	Land north of Grappenhall Lane	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
128	R18/112	Land north of Knutsford Road	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
130	R18/114	Land SW of Arley Road	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
132	R18/116	Land south of Lynn Road, Thelwall	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
139	R18/123	Cliff Lane Aqueduct	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
147	R18/131	Land off London Road, Stockton Heath	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
266	R18/139	R18/139A	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green
269	R18/139	R18/139B	South	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green	Green

6.16 The SA confirms that the site is in a sustainable location and there are no constraints that could not be mitigated as part of a development scheme. It is not well related to a train station, but this alone would not preclude its allocation for residential development.

7. ADS Recycling, Camsley Lane

Site location and description

- 7.1 The site is a commercial waste recycling yard and transfer station operated by ADS Recycling. A site location plan is appended at **EP7**.
- 7.2 The site is bounded to the north by Camsley Lane, to the south by and west by open fields, and to the east by land adjoining further commercial development.
- 7.3 Over the years the existing use has been subject to various complaints from neighbouring residents. Although we maintain that the use of the site is fully lawful and that there is no evidence of harm to residential amenity, the redevelopment of the site would presumably be welcomed by the Council and local residents. However if the site is to be redeveloped for housing, it will be necessary to secure a suitable site for the relocation of the business. Our client is willing to work with the Council in order to identify and bring forward the new site.
- 7.4 The site (Camsley Lane) is wholly within the Green Belt and is therefore subject to Green Belt policy. It is approximately 1.2ha in area, and is capable of accommodating around 36 dwellings (based on 30 units per ha).
- 7.5 The site lies partly within Flood Zone 2. It is proposed that development would be limited to the parts of the site not at risk of flooding. Any potential contamination issues would be assessed and if necessary remediated. The site is reasonably accessible, in that it is located approximately 1.5km from Lymm and its associated infrastructure and amenities. It is also well connected to the M56 and M6 motorways. The site is wholly within our client's ownership, and is therefore available, suitable and achievable; and would contribute towards meeting the borough's housing requirement.
- 7.6 It is a brownfield site in a loose ribbon of residential development between Lymm and Thelwall. It is in an area that does not make a strong contribution to the purposes of the Green Belt as set out in the authority's assessment methodology, as set out in October 2016.

Green Belt considerations

- 7.7 Paragraph 136 of the NPPF confirms that Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of the Local Plan. The release of

Green Belt land for housing development is necessary in order to meet unmet and future housing needs of Thelwall and the wider Borough. This comprises exceptional circumstances for the purposes of the NPPF, and is accepted by the authority.

7.8 Our client's site was identified as parcel R18/100 through the Warrington Green Belt Assessment (Additional sites - 2017). No further assessments have been conducted as part of the latest consultation, and the site is not assessed in the Site Assessment Proformas (2019) or the Options and Site Assessment Technical Report (2019). We therefore rely on our 2017 submission in respect of the Council's assessment of the site's Green Belt contribution. However, we summarise our findings in the table below:

Main purpose	Summary assessment undertaken by Emery Planning
To check unrestricted urban sprawl	The site comprises previously developed land and its redevelopment for housing would not represent unrestricted sprawl
To prevent neighbouring towns merging into one another	The development of the site would not in itself lead to neighbouring towns merging into one another due to the particular characteristics of the site as set out above; namely that the site is already in use as a waste transfer depot. Thelwall is some distance from the site and the bulk of the Green Belt would remain.
Safeguarding the countryside from encroachment	The development of the site would be firmly enclosed by its physical boundaries, and as set out above is already in commercial use. There would be no encroachment as the totality of the site is currently developed.
Preserve the setting and special character of historic towns	The site does not play a role in the setting or significance of the historic settlements.

7.9 As set out above, the site is considered capable of being developed without resulting in unrestricted urban sprawl or coalescence of urban areas and with respect to landscape and visual matters. On this basis, it is considered that our site makes a 'weak' contribution to the openness and main purposes of the Green Belt.

7.10 This is reflected in the Council's own assessment of the site in 2017, which concludes that:

"The site makes a moderate contribution to one purpose, a weak contribution to two, and no contribution to two. In line with the methodology, the site has been judged to make a weak overall contribution. The site makes a weak contribution to safeguarding from encroachment as it is completely developed and has a limited connection to the open countryside. The site makes a moderate contribution to assisting in urban regeneration. It makes a weak contribution to preventing towns from merging and no contribution to checking unrestricted sprawl and preserving the historic town."

- 7.11 We agree with this conclusion and propose its allocation for residential development on that basis. Delivering the site would provide regeneration benefits, as well as providing much needed housing that would contribute to the significant housing requirement in the borough.
- 7.12 In the absence of residential development coming forward if no relocation site is identified, the site should also be identified and protected for the existing waste and recycling business and consequently benefit from a positive approach to promoting improved waste and recycling facilities within the borough.
- 7.13 In summary, we object to the omission of our client's site from the draft plan, and consider it should be removed from the Green Belt and allocated and/or safeguarded for residential development going forward or alternately identified for its existing use.
- 7.14 Strategic representations are submitted separately on behalf of ADS Estates in respect of both housing and waste matters. In summary, it is considered that the authority has not allocated enough residential sites to meet its requirement over the plan period. Subsequently, additional sites must be allocated to provide the required numbers as well as providing flexibility in the supply should other proposed allocations fail to deliver at the anticipated rates. Therefore, the proposed omission of our client's land is not considered to be justified in in this context.
- 7.15 The release of Green Belt land across the borough should also be seen within the context of the following bullet points of paragraph 139 of the NPPF:

"When defining boundaries, local planning authorities should:

- ensure consistency with the Local Plan strategy for meeting identified requirements for sustainable development;*
- where necessary, identify in their plans areas of 'safeguarded land' between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period;*

- *make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development;*
- *satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period; and*
- *define boundaries clearly, using physical features that are readily recognisable and likely to be permanent."*

7.16 The release of our client's site for housing development would help to meet the identified housing requirements for sustainable development.

7.17 Paragraph 138 of the NPPF states that when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. We undertake an assessment below of our client's land with regard to the three roles of sustainable development as set out at paragraph 8 of the NPPF:

Economic: New housing development is required across the Borough to include areas of the designated Green Belt in order to ensure that the Borough has a stable workforce in terms of ability and age profile. The construction of new houses would also create construction jobs in the short term, and once occupied, new residents would boost householder spending on goods and services within the surrounding area. New housing development would also generate a New Homes Bonus for the borough.

Social: Paragraph 8 of the NPPF states that one of the requirements is the supply of housing to meet the needs of present and future generations. The release of our client's site for new housing development would help to ensure that the identified housing needs of the Borough in terms of market and affordable housing are met. Furthermore, its development as a residential allocation would remove an intensive industrial use, which would have clear positive impacts on neighbouring amenity.

Environmental: The site is in a sustainable location (as set out by the Council's own site assessment in the 2019 Sustainability Appraisal) with easy and convenient access to a wide range of local services and public transport options. The site is well related to Warrington and other significant settlements and is suitable for new housing developments in terms of infrastructure requirements and landscape impact. The release of this site for housing development would comprise a logical urban extension with negligible impacts in relation to the main purposes of including land within the Green Belt. Furthermore, its development as a residential allocation would remediate the site, which is currently in use as a waste transfer station. The environmental benefits of doing so would be significant.

7.18 The release of our client's site from the Green Belt for new housing development as part of the emerging local plan is considered to be fully justified with due regard to the relevant paragraphs of the NPPF set out above.

Sustainability Appraisal: SA Report (March 2019)

7.19 As set out above, the site is not assessed as part of the Site Proforma exercise. However, the SA forms part of the evidence base for the Submission Version Local Plan consultation, and assesses our client's site as per its SHLAA reference (R18/100) as follows:

				EC1. Loss of employment land	EC2. Distance to Principal Road Network	EC3. How close to key employment sites	HW1. Supported by community facilities	HW2. Access to local natural greenspace	HW3. Access to formal play space	ACC1. Access to nearest primary school	ACC2. Access to nearest secondary school	ACC3. How well served is the site by a bus	ACC4. How accessible is site to train Station	ACC5. Distance to GP service/ health centre	HO1. Will development meet housing need	NR1. Potential impacts on air quality	NR2. Remediation of contaminated land	NR3. Loss of High Quality Agricultural Land	NR4. Groundwater Source Protection Zone	NR5. Site within identified flood zone	ENH1. Proximity to safeguarded/sterilise minerals	ENH2. Proximity to designated heritage assets	ENH3. Effect upon heritage assets	EG1. Capacity for landscape to accommodate	EG2. Impact on European Sites/ SPA/ SAC	EG3. Potential impact on a SSSI	EG4. Potential impact on Local Wildlife Site	RU1. Potential impact on IPCs	RU2. Use of previously developed land	RU3. Access to HWRC	
158	R18/050	Land at Pewterspear Green	South																												
77	R18/061	Land N of Berkeycastle Lane	South																												
78	R18/062	57 Camsley Lane, Lymm	South																												
91	R18/075	Land north of Hall Lane	South																												
94	R18/078	Land south of Hatton Lane	South																												
104	R18/088	Land adjacent to M56, Stretton	South																												
107	R18/091	Land at Stretton Road	South																												
116	R18/100	ADS Recycling, Camsley Lane	South																												
118	R18/102	Land east of Houghs Lane	South																												
121	R18/105	Land south of Westbourne road	South																												
122	R18/106	Land at Bradley Hall Farm, Cliff Road	South																												
126	R18/110	Land north of Grappenhall Lane	South																												
128	R18/112	Land north of Knutsford Road	South																												
130	R18/114	Land SW of Arley Road	South																												
132	R18/116	Land south of Lymm Road, Thelwall	South																												

37

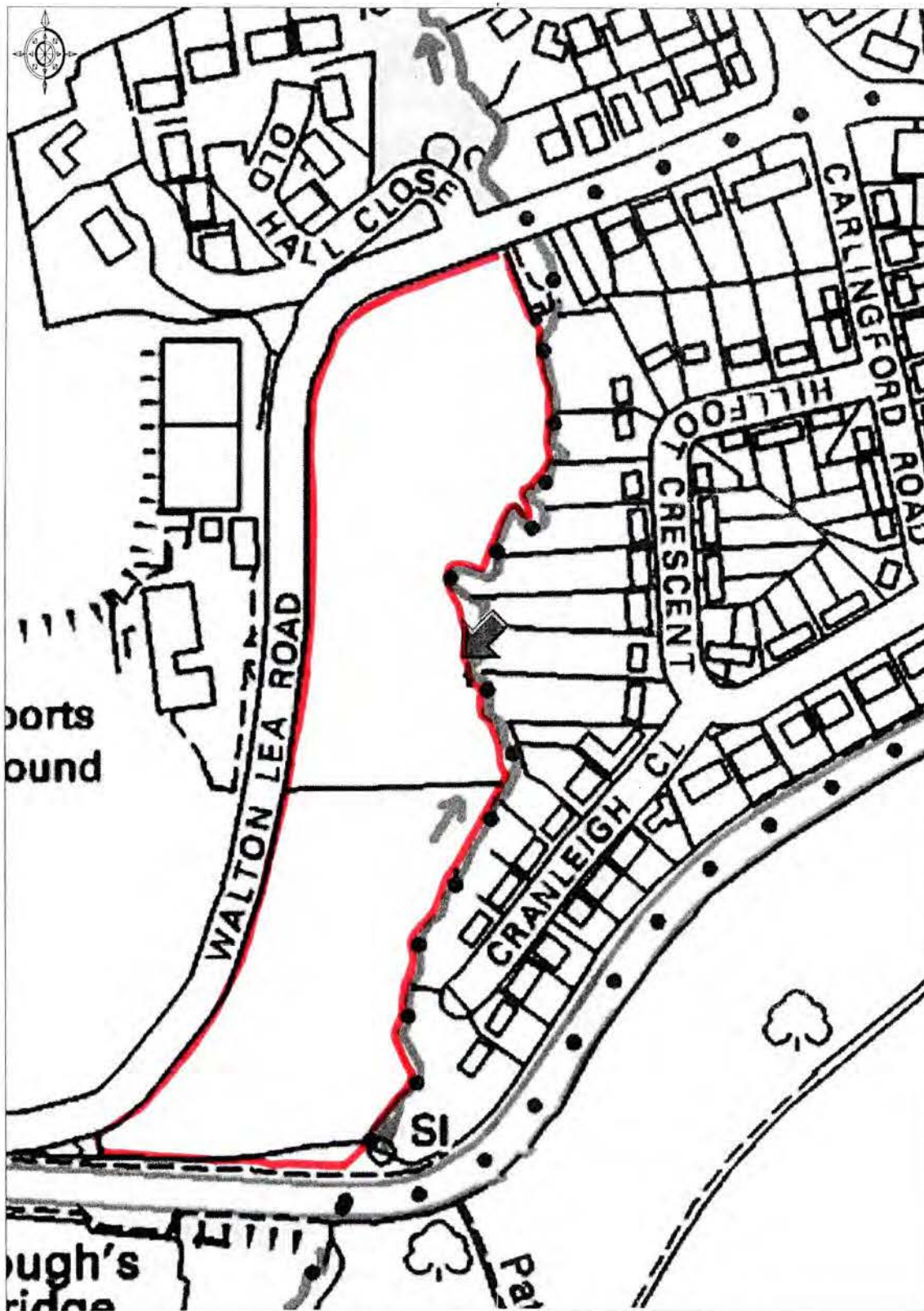
- 7.1 The SA confirms that the site is in a sustainable location and there are no constraints that could not be mitigated as part of a development scheme. The site scored poorly in terms of access to formal play space. Any residential scheme would provide commensurate space either on site or through financial contributions.
- 7.2 It also scored poorly in terms of potential impacts on a Local Wildlife Site. As set out above, the site is currently in use as an operational waste transfer station. Its delivery as a residential allocation would clearly represent a net improvement in terms of any impacts on local wildlife through the removal of such an intensive use.
- 7.3 The site is highly sustainable, and would be in close proximity to a range of facilities, amenities and services, and the site is suitable for residential development on that basis.

8. Appendices

- EP1. Site location plan - Land at Walton Lea Road, Stockton Heath
- EP2. Site location plan - Land to the south of Westbourne Road and west of Red Lane
- EP3. Site location plan – Disused Railway, Station Road, Latchford
- EP4. Concept layout plan - Disused Railway, Station Road, Latchford
- EP5. Scoping Report - Disused Railway, Station Road, Latchford
- EP6. Site location plan - Land to the south of Lymm Road, Thelwall
- EP7. Site location plan - ADS Recycling, Camsley Lane

EP1

Lea Road, Higher Walton



Ordnance Survey

© Crown Copyright 2008. All rights reserved. Licence number 100020449. Plotted Scale - 1:2500

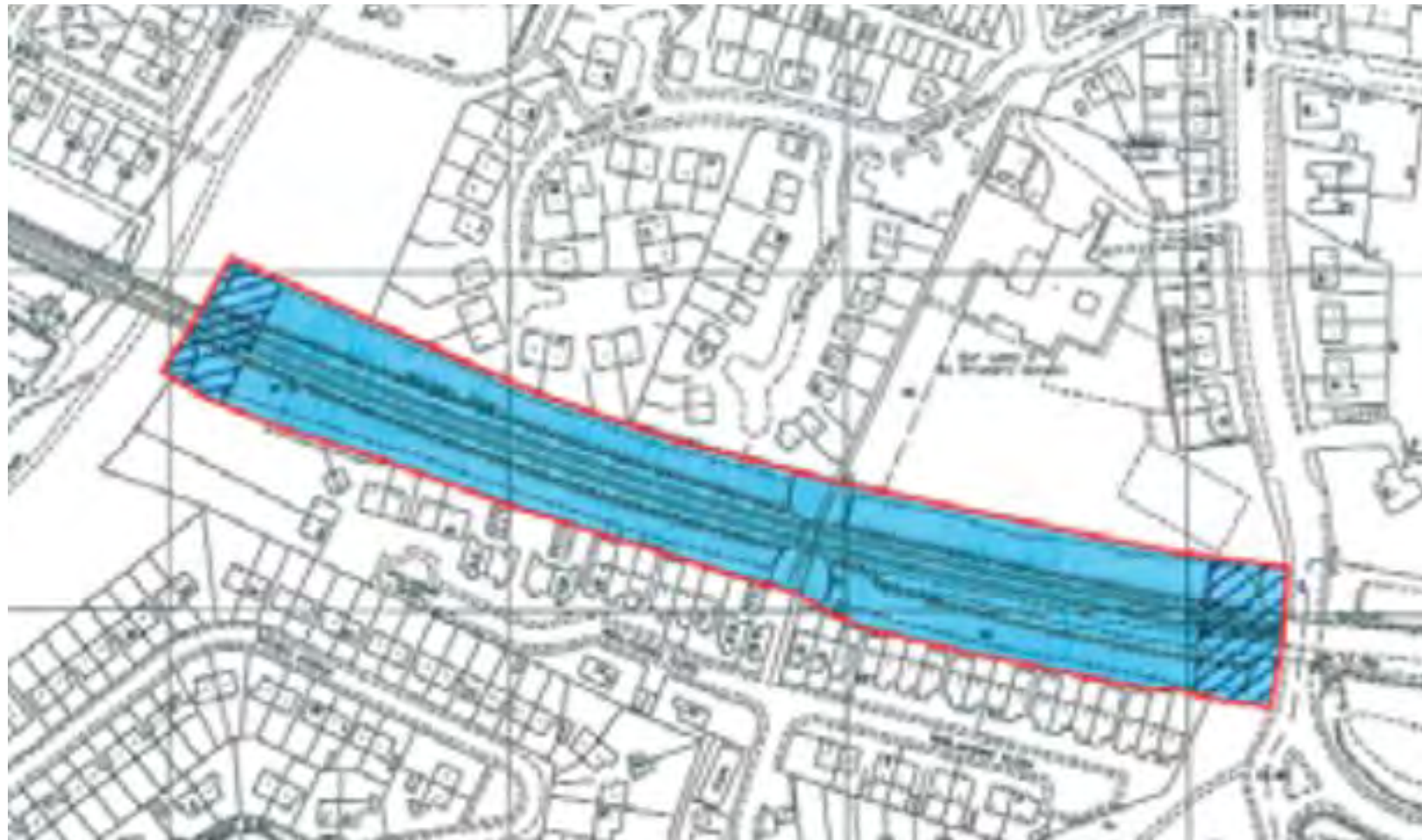
EP2

EP3









EP4



Station Road Project

Redeveloping Latchford

Concept design



Residential
Commercial

Community
Residential & Commercial Use

Existing Road/Path
Green Space

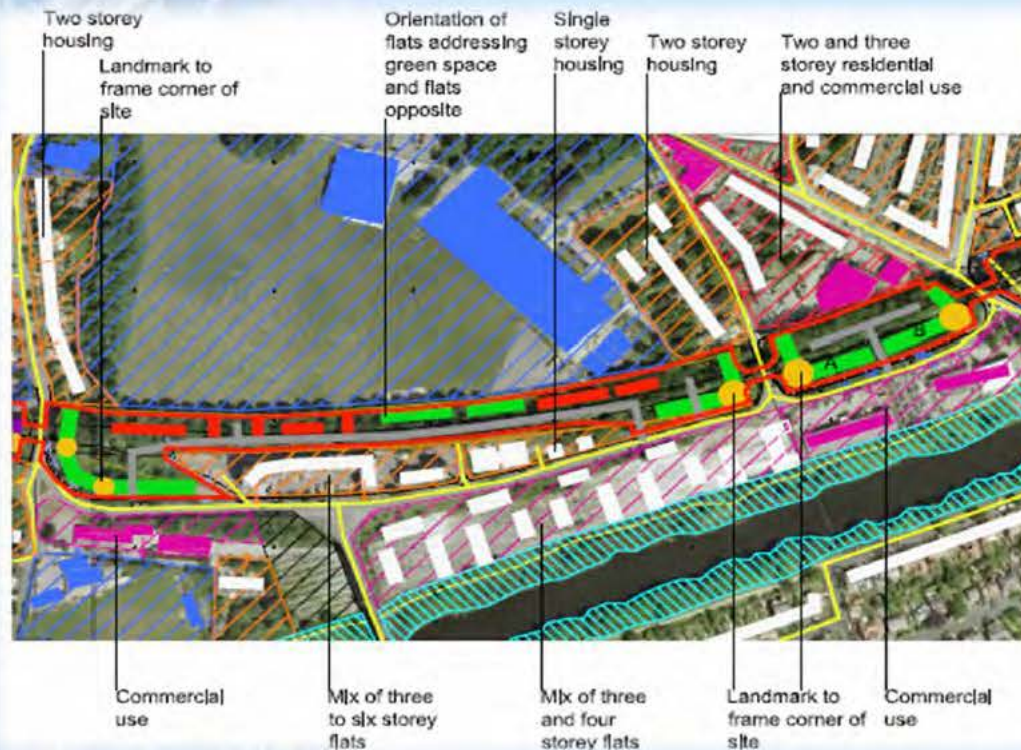
Grain of Residential Development
New Access Roads



AREA 2

AREA 1

AREA 3



Three storey mixed use (indicated green) to complete perimeter block and match existing character. Ground floor commercial use, first and second floor residential flats.

Terraced accommodation (indicated red) and three storey flats (indicated green) to continue the linear form.

Approx number of apartments (allowing a density of 80 units per hectare) total 105 dwellings.

Approx area of non residential accommodation 1950sqm/ 21000 sqft (ground floor of blocks labelled A&B)

Approx number of terraced / mews house (allowing a density of 40 to 45 dwelling per hectare) total 22 to 25 dwellings

Access to centre of mixed use block off Station Road avoiding two major junctions either side of the site. Potential access to residential side also off Station Road.



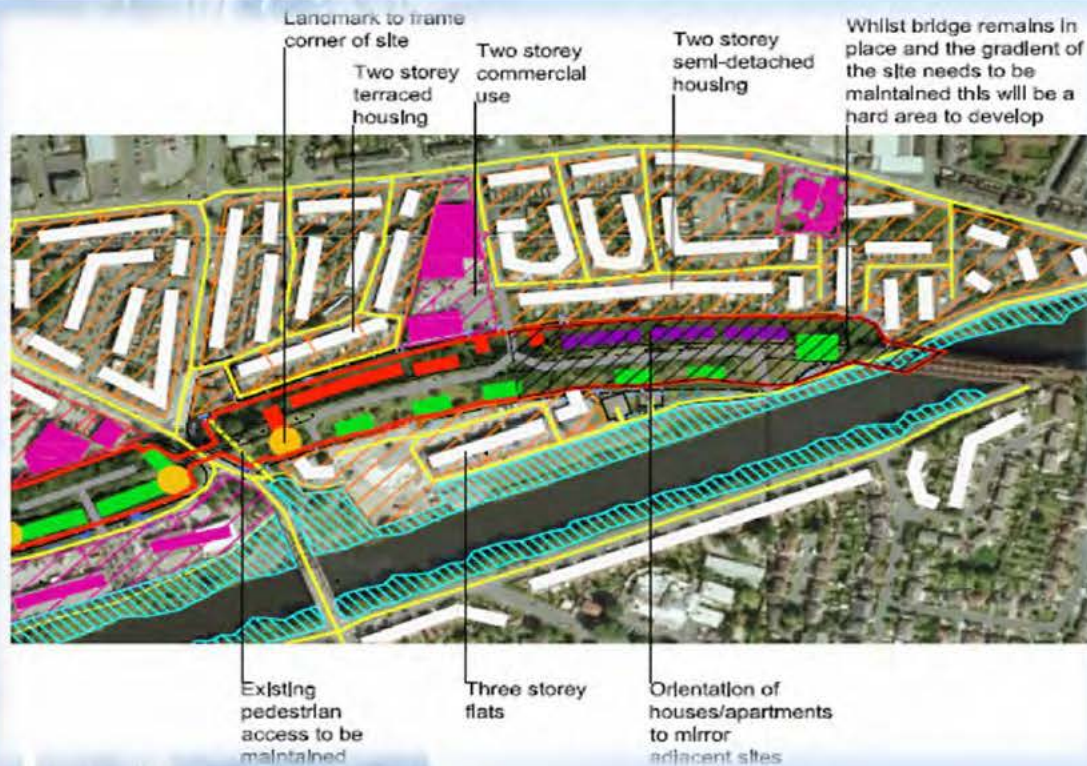
Two storey semi-detached housing (indicated purple) and linked terrace housing (indicated red) to match surrounding housing above and below the site.

Approx number of houses (allowing a density of 35 to 40 units per hectare) total 42 to 48 dwellings.

Due to the character of this section it is not proposed to include any non residential dwellings or apartments.

Improve linkage of pathway from Woolacombe Close to Blackley Close

Form a new linkage from site to Linear Park and creation ground beyond.



A mix of two storey terraced housing (indicated red), two storey semi-detached housing (indicated purple) and three storey apartments (indicated green) to reflect the character of the adjacent sites.

Approx number of apartments (allowing a density of up to 80 dwellings per hectare) Total 52 dwellings

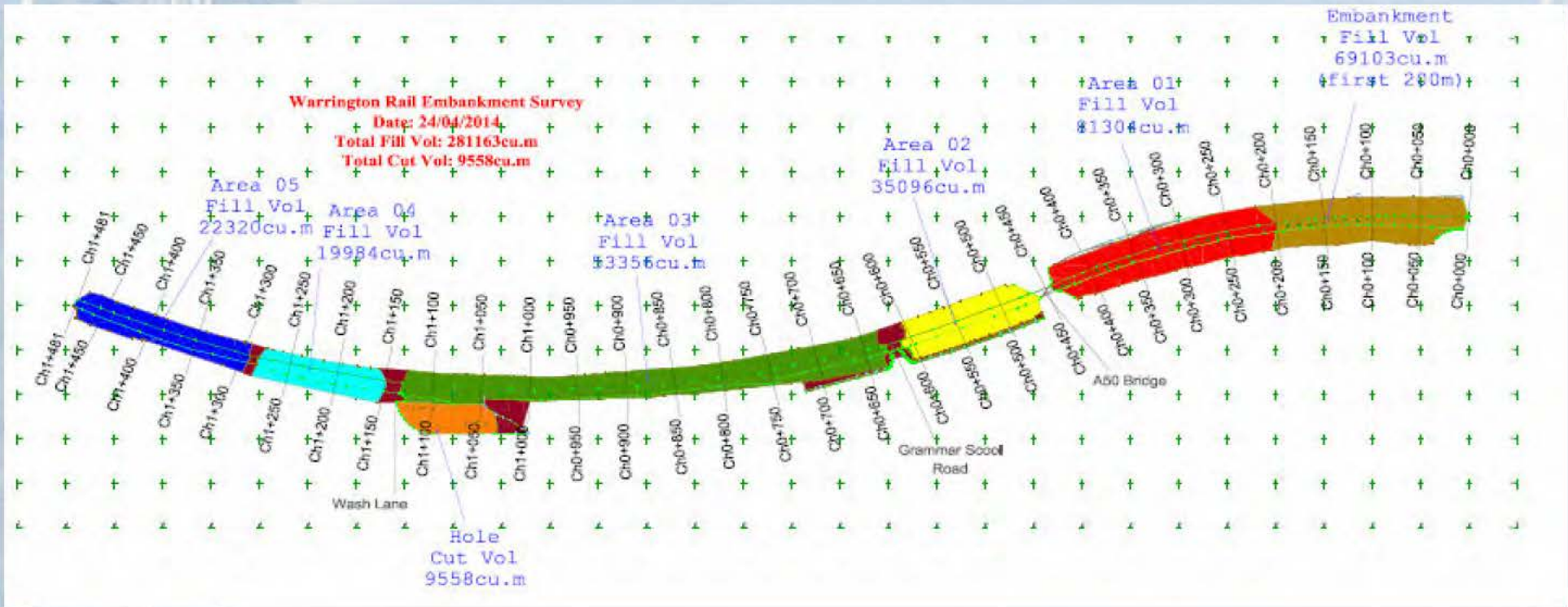
Approx number of terraced houses (allowing a density of 40 to 45 dwellings per hectare) Total 22 to 25 dwellings

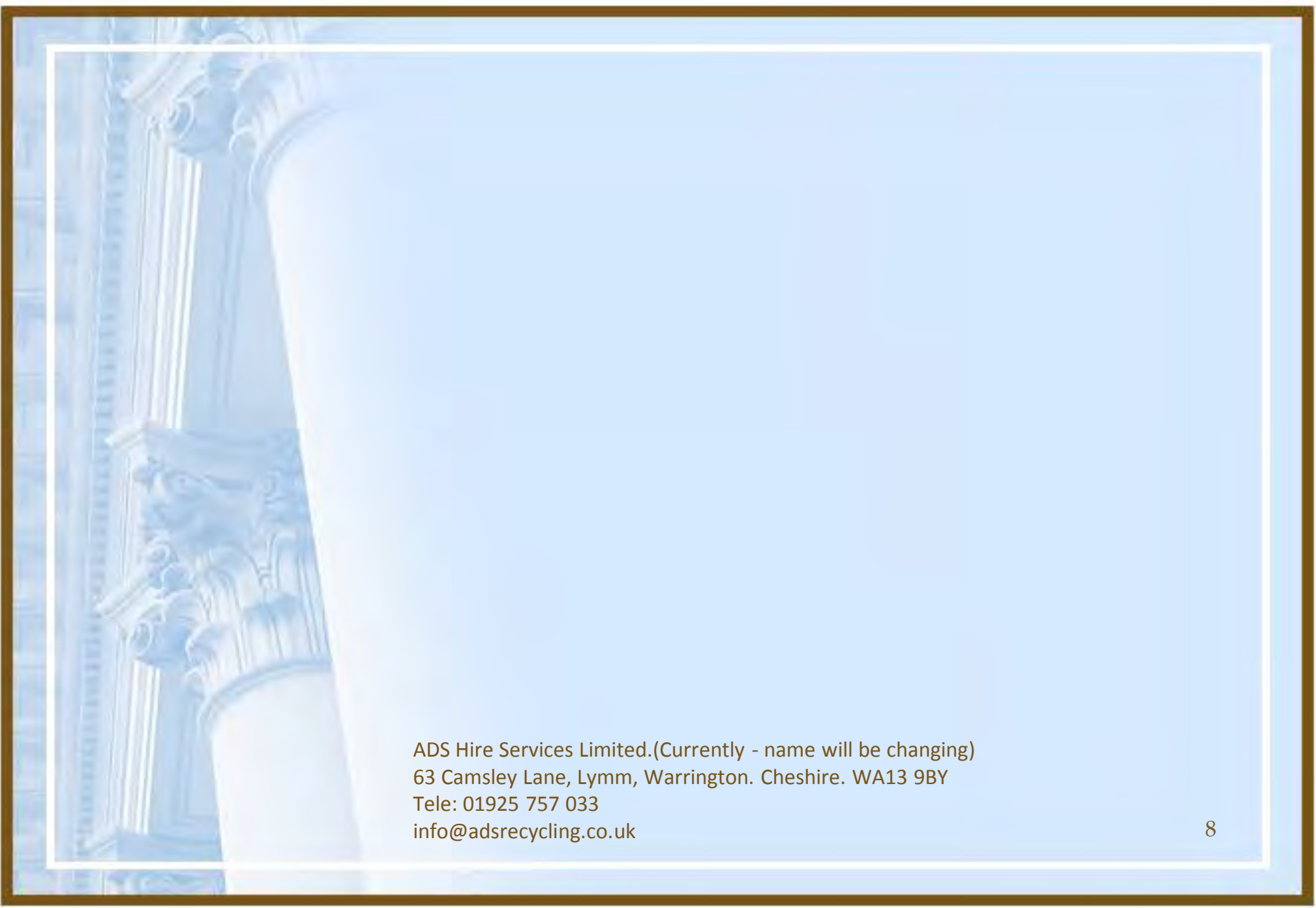
Approx number of semi-detached houses (allowing a density of up to 35 dwellings per hectare) total 20 dwellings

Due to the character of this site it is not proposed to include any non residential dwellings or apartments.

Potential vehicle access to site from Dover Road via existing vacant site, other potential access from existing residential road.

Survey details





ADS Hire Services Limited.(Currently - name will be changing)
63 Camsley Lane, Lymm, Warrington. Cheshire. WA13 9BY
Tele: 01925 757 033
info@adsrecycling.co.uk

EP5



Town and Country Planning (Environmental Impact Assessment) Regulations 2011

Scoping Report

Proposed mixed use development incorporating
residential development of up to 280 dwellings and mixed
commercial uses

Disused railway line, north of Station Road, Latchford

For ADS Estates Ltd

EP ref: 9216

Emery Planning
2-4 South Park Court, Hobson Street
Macclesfield, SK11 8BS
Tel: 01625 433 881
www.emeryplanning.com



Project : 9216

Site address : Disused railway line,
north of Station Road,
Latchford

Client : ADS Estates Ltd

Date : March 2015

Author : Helen Leggett, Associate
Director

This report has been prepared for the client by Emery Planning with all reasonable skill, care and diligence. Technical input has been provided by the consultants listed in the document.

No part of this document may be reproduced without the prior written approval of Emery Planning.

Emery Planning Partnership Limited
trading as Emery Planning.

Contents:

1. Introduction	1
2. Description of the Site, Surroundings and Background	1
3. Need for EIA	3
4. Scoping – Content of EIA	11
5. Proposed structure of ES	20
6. Summary and Conclusions	21

1. Introduction

- 1.1 Emery Planning is instructed by ADS Estates Ltd to request a formal Scoping Opinion under regulation 13(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, in respect of the subject site.
- 1.2 As required by the regulations, this request is accompanied by '*a plan sufficient to identify the land*' and '*a brief description of the nature and purpose of the development and of the possible effects on the environment*'.

2. Description of the Site, Surroundings and Background

- 2.1 The proposed development site forms part of the former Warrington and Altrincham Junction Railway that was in operation from 1 November 1853 to 7 July 1985.
- 2.2 The site forms a raised linear strip of land located to the north of Station Road and Woolacombe Close and can be divided into three distinct areas (see EP1 and EP2). The embankment comprises semi-natural woodland, scrub, semi-improved grassland, continuous bracken, tall ruderals, ephemeral/short perennials, introduced shrubs and invasive plant species (Japanese knotweed). In many places the old railway line and rail infrastructure are still evident.
- 2.3 Area 1 is the central area between Wash Lane and Knutsford Road and crosses Grammar School Road by way of a sandstone bridge. To the north of the central section of the site is Sir Thomas Boteler High School. The playing fields of which adjoin the embankment and are identified in the Unitary Development Plan (UDP) as an Urban Green Space. To the south Cantilever Gardens, a modern residential development of 2 and 3 storey apartments buildings adjoins the site. The remaining boundaries with Station Road comprise vacant land and scrub. Area one extends to approximately 2.55 hectares.
- 2.4 Area 2 is the western section of the site to the north of Woolacombe Close (made up of predominately 2 storey housing) and is bounded to the north by further residential development in Blackly Close and Our Lady's Primary School. Area 2 extends to approximately 1.21 hectares.
- 2.5 Area 3, the eastern section, extends to approximately 1.1 hectares and forms an area of land east of Knutsford Road to the north of residential development in Mersey Path and south of mixed residential and commercial development on Dover Road and Belmont Close.

- 2.6 The total site area detailed on the attached site location plan extends to approximately 4.86 hectares.
- 2.7 Whilst part of the former line between Latchford and Broadheath now forms part of the Trans Pennine Trail this land is disused, has no formal public access and does not contain any public rights of way.

The Proposal

- 2.8 The proposals involve the development of the 3 separate parcels of land independently in a character and form best suited to its surrounds whilst delivering a cohesive area of high quality mixed residential and commercial development across the site as a whole.
- 2.9 Area 1 is proposed to accommodate the highest density of development in keeping with the surrounding development to the south at Cantaleiver Gardens and has capacity to accommodate in the region of 100 apartments, 1950sqm of commercial space as well as a small number of terrace and mews properties. Access to this area would be taken from Station Road.
- 2.10 Area 2 is considered to lend itself to more traditional 2 storey development in the form of approximately 50 semi-detached dwellings with access taken from Wash Lane.
- 2.11 Area 3 would gain access via an existing vacant site on Dover Road and would again be appropriate for a traditional form of development encompassing a mix of two storey semi-detached and terrace properties; as well as the number off three storey apartments. This would reflect the character of the adjacent sites. The area is likely to be able to accommodate in the region of 50 apartments; 25 terraced properties and 20 semi-detached properties.
- 2.12 Each of the sites would also encompass public open space, landscaping and an appropriate level of car parking.
- 2.13 Initial ecological assessment of the site has identified it to be of value to the local area as a wildlife corridor as it provides a means of dispersal for many species between fragmented habitats. As such the development proposals would be designed to minimise the impact of the development by maintaining complete connectivity through the site and compensating for any loss to the width of the site by enhancing the retained areas for the benefit of wildlife.

- 2.14 Given the current raised nature of the site, in the form of an embankment ranging between 30 and 70 metres wide, in order to make the site developable there would be a degree of excavation and levelling required. The proposals include lowering the level of the embankment to varying degrees across the site to make it structurally sound and development at an appropriate level to be in keeping with its surroundings. The levelling of the site would involve both an element of 'cut and fill' on site from areas of embankment to areas of depression, as well as transportation of a percentage of the overburden off site. Any material transported off site would be reused as aggregate.
- 2.15 In summary, the site offers significant opportunities to bring this former railway land, which has remained unused for some 30 years, back into productive use to create an attractive and sustainably designed residential and commercial development within walking/cycling distance of local services and facilities. The development would also provide a sustainable source of recycled base material for use in construction of a road development in Runcorn.
- 2.16 The mixed residential and commercial development of the site will enable regeneration of this area and greater connectivity between Latchford and the canal and removing a significant physical barrier within the community. It would also help contribute to the Council's 5 year housing land supply and importantly the affordable housing needs of the Borough. It would also comply with the sustainable-led aims of the Government as set out in the National Planning Policy Framework (NPPF).

3. Need for EIA

- 3.1 A screening opinion has not been sought from the Council but has been undertaken by the consultant team and has for the following reasons concluded that the proposals represent EIA development. Consequently an ES should be provided to comprehensively assess any likely impacts of the proposed development within the scope set out in section 4 below.

EIA Screening Analysis

- 3.2 In assessing whether an EIA is required, we have systematically followed the regulations and guidance published in the National Planning Practice Guidance (NPPG) (March 2014). The main considerations are set out in a logical order as follows:

Step 1 – Is the proposal Schedule 1 development?

3.3 According to the EIA Regulations and Guidance, the application does not constitute Schedule 1 development.

Step 2 – Is the proposal Schedule 2 development?

3.4 The site exceeds 0.5 hectares and the development may therefore be referred to as Schedule 2 development by virtue of its nature and size (i.e. an Urban Development Project exceeding 0.5 hectares thus relating to section 10 of Schedule 2).

3.5 On the assumption that the application can be referred to as Schedule 2 development, we have applied the appropriate tests laid down in Schedule 3 of the Regulations and the NPPG below.

Step 3 – Is the proposal in a sensitive area?

3.6 According to the Regulations and NPPG sensitive areas are defined as:

- Sites of Special Scientific Interest (SSSI's);
- National Parks;
- The Broads;
- Areas of Outstanding Natural Beauty;
- World Heritage Sites; and
- Scheduled Monuments.

3.7 It is clear from the policies of the adopted Core Strategy and our knowledge of the area that the location of the proposed development does not fall within any of the above categories.

Step 4 – Is the proposal likely to have 'Significant Effects' on the environment?

3.8 To address this it is necessary to screen Schedule 2 developments against the specific 'indicative criteria and thresholds' listed in the Annex: Indicative Screening Thresholds of the NPPG (ID 4-057-20140306). In addition, Schedule 3 of the EIA Regulations sets out the selection criteria which must be applied when determining whether a development is likely to have significant effects on the environment which may justify an EIA.

3.9 There are three key tests which are to be undertaken:

- consideration of the characteristics of the development;
- consideration of the location of the development; and,
- consideration of the characteristics of the potential impact.

3.10 Accordingly, we have considered these tests and applied the sub-criteria for each in turn:

Characteristics of the Development

(i) Size of the development

3.11 In relation to the size thresholds identified in the Annex, the site has previously been intensively developed by virtue of the bunding of the land to form the embankment however, this bunding would largely be removed by the proposed development. The built development area is not in excess of 5 hectares and the development would not yield in excess of 1,000 dwellings (this being the normal capacity figure triggering the need for an EIA).

3.12 Therefore, the proposed development itself would not have a significant urbanising effect as defined by the guidance of the NPPG Annex reference above and does not require an EIA based on its size.

(ii) Cumulative effects with other developments

3.13 The proposed development site is located within the developed centre of Warrington where there is little further development potential. There is some scope for future redevelopment of the land to the South of station Road alongside the Manchester Ship Canal however we are not aware of any committed development within this area which should be considered as part of a cumulative assessment for the purposes of EIA. As such it is not considered that the proposed development would have any adverse cumulative impact on the area for the purposes of an EIA.

(iii) Use of natural resources

3.14 The site is previously developed comprising a former railway line embankment where in places rail infrastructure remains visible. The land would have been artificially raised to its current height as some point in the 1800s.

3.15 The site has since the closure of the railway line in the 1980s been unused and has become self-seeded with trees, shrubs and scrub.

- 3.16 Whilst the proposed development would result in the loss of the self-seeded trees they are of relatively poor quality and opportunities exist to provide better quality replacement planting in key areas.
- 3.17 There are no other likely effects on the use of natural resources in the area and it is not considered that the loss of existing planting would be significant for the purposes of an EIA.

(iv) Production of waste

- 3.18 The proposed development would as stated necessitate levelling/regarding of the site. It is anticipated that this would result in the redistribution of some 94,000 cubic metres of material within the boundaries of the site as well as the exportation of in the region of 118,000 cubic meters of material off site.
- 3.19 Whilst a proportion of the 'over burden' to be removed is surplus to requirements on site this does not mean that it should be defined as waste. The material to be removed has a viable and identified end use as aggregate and would not be a waste product requiring disposal.

(v) Pollution and nuisances

- 3.20 In terms of any existing ground contamination or potential contamination (as referred to in the NPPG Annex: Indicative Threshold Criteria (ID 04-057-20140306)) given the nature of the site and that the embankment is made land topped with a former railway line there is a likelihood that there may be pockets of contamination within the site. As such prior to any application a phase 1 and, if required phase 2 contaminated land assessment would be undertaken to assess and address any possible areas of contamination. Once initial survey information has been obtained an appropriate remediation and management strategy can if necessary be identified in liaison with the Council's pollution control officers.
- 3.21 Due to the proposed residential end use there is no likelihood of significant pollution or nuisance arising from the proposed development for purposes of an EIA.
- 3.22 The site clearance and construction of operations can be controlled through suitable Environmental Management Plans (EMPs) or Construction Standards, which can be required and easily enforced by planning conditions.

(vi) The risk of accident

3.23 As far as we are aware there are no hazardous installation consultation zones within the vicinity of the site.

Location of the development

(i) The existing land use

3.24 The site comprises previously developed land.

3.25 Both local and national planning policy aim to direct sustainable development to brownfield sites in sustainable urban locations such as this. It will be shown through the application that the incorporation of such land for the development package would accord with the relevant provisions of NPPF and the Core Strategy.

3.26 The proposed development would not affect the setting of any protected or significant buildings, features or landscapes or public rights of way.

(ii) Impact on a relevant abundance, quality and regenerative capacity of natural resources in the area

3.27 The proposed development is within 40m of a local designation of ecological importance (Latchford Sidings Local Wildlife Site). The disused railway acts as a wildlife corridor providing a means of dispersal for species between fragmented habitats and, there is a risk that development will impact commuting wildlife and, as a result indirectly affect the Local Wildlife Site. However, the proposals would be designed to minimise the impact of the development by maintaining complete connectivity through the site and compensating for any loss to the width of the site by enhancing the retained areas for the benefit of wildlife.

3.28 The application would be accompanied by an ecological and arboricultural survey, as well as a landscape appraisal. If necessary, the scale of the proposal could also offer an opportunity for biodiversity offsetting/mitigation.

3.29 The site is more than 1ha in size and will therefore be accompanied by a flood risk assessment in accordance with the requirements of the NPPF/NPPG. The proposed development would not give rise to any impact that would necessitate an EIA.

(iii) Absorption of the natural environment

- 3.30 The proposed development would necessitate significant ground works in order to level the site and integrate it with the surrounding area. The volume of material to be removed from the site is as stated above in the region of 118,000 cubic metres (m³) and would be excavated in three phases over three years.
- 3.31 It is anticipated that subject to the granting of planning approval and any other necessary consent, development could commence on Phase one within the year. The phase 1 development would be area 2 as identified on the enclosed survey plan (EP3) (land between the A50 and Grammer School Road. This would require the removal of 35,096m³ of material in 3899 loads over a 12 month period. This equates to 75 loads per week or 15 per day (Monday to Friday).
- 3.32 Phase 2 would commence later in 2016 and would itself be split into two elements – a) areas 4 and 5 on survey plan EP3 – land to the West of Wash Lane; and b) area 3 – land between Grammer School Road and Wash Lane. It is anticipated that this phase would take a further year to complete. Area a) would require the removal of 42,304m³ of material which would equate to 4700 loads over that 12 month period i.e 90 per week or 18 per day (Monday-Friday).
- 3.33 The material from area b) (53,356m³) would be retained on site and used as cut and fill across the site.
- 3.34 Phase 3 (area 1 on EP3 – Land to the east of the A50) is anticipated to commence in 2017 and take a further 12 months to complete the ground works. 40,652m³ of material would be removed of site in 4516 loads. This is the equivalent of 86 loads per week or 17 per day (Monday-Friday).
- 3.35 As the ground works would be conducted in phases (each of the three lasting one year) construction could also commence in a phased manner following the completion of the earth works for each phase. The construction phase for each of the development areas is anticipated to take in the region of three years. As such the overall development period for the entirety of the site could be in the region of five years.
- 3.36 Given the nature and scale of the development and the character of the local area (mixed commercial and residential with notable traffic flows) it is possible that the proposals could have a significant impact upon the area in terms of traffic movement and amenity. However any

such impact is likely to be relatively short term during the excavation/construction period and can be mitigated to some degree by planning conditions, EMP's and, good working practices. In the longer term the mixed commercial/residential use of the land is unlikely to be detrimental to the capacity of the environment and the scheme itself has the potential to secure enhancement to local transport infrastructure.

Characteristics of potential impact

(i) Extent of impact

3.37 As stated previously the proposed development requires substantial earth works to level the site which would involve the removal of approximately 118,000m³ of material from the site over a three year period. The development would also necessitate the demolition of three bridges on routes into/out of Warrington (Knutsford Road, Grammer School Road and Wash Lane). The ground works phase of the development would also be followed by a construction phase likely to take in to the order of three years per phase.

3.38 The site is located on the south side of Latchford village and close to the Manchester Ship Canal. The surrounding area is in mixed residential, commercial and educational uses and is relatively densely populated. As such there will be a period of disruption as a result of any proposed development in this area. Whilst this can be mitigated through the use of planning conditions and implementation of a suitable Environmental Management Plan (EMP) and Construction Standards (including agreed routing for all heavy good vehicle movements) the nature of the area and existing traffic situation in the local area, particularly on the A50 Knutsford Road and over the swing bridge is such that this may be significant for the purposes of an EIA.

3.39 The visual extent of impact is also likely to be significant. The removal of the embankment and bridges, which are a notable feature in the townscape would open up the vista of this part of Latchford and would have a significant impact upon the visual appearance and character of the area. A landscape and visual impact assessment (LVIA) is required to assess this impact.

(ii) Transfrontier nature of the impact

3.40 The scale of the proposed development ensures that transfrontier impacts will be not applicable in EIA terms for the proposed development. Good construction and site operations will ensure minimal effect to the local environment.

3.41 Whilst the site may be affected by the presence of some contamination it is likely that this will be low level contamination which can be dealt with through the normal planning process. Any affects will be mainly limited to the site itself.

(iii) Magnitude and complexity of the impact

3.42 The proposed development will involve a number of stages which in combination can be considered as complex. These include grading/levelling of the land; transportation of materials generated; construction of development; phased working; and, end use for mixed residential and commercial purposes. How these stages interact through the development of the site may be considered to be significant for the purposes of EIA.

(iv) Probability of the impact

3.43 It is certain that the proposed development will generate impacts which will require mitigation.

(v) Duration, frequency and reversibility of impact

3.44 The proposed development is likely to take in the region of five years to complete over three phases. With regard to frequency any key environmental impacts are likely to relate to vehicle movements, in particular HGV's and the associated noise and air quality impacts which may arise in association with such movements. There is also likely to be substantial landscape impacts as a result of the proposals as the levelling of the embankment which has been in situ for such a period of time and the removal of three bridges will result in a significant change in the character and appearance of the area. This also raises potential heritage issues as one of the three bridges is identified in the UDP as being of local heritage interest. As the disused railway acts as a wildlife corridor there is also a risk that development will impact commuting wildlife and as a result will indirectly affect the Local Wildlife Site (Latchford Sidings) located to the west.

3.45 The impacts associated with traffic, noise and air quality would be relatively short term and reversible subject to use of appropriate conditions and EMPs. Wildlife and habitat impacts may be reversible or irreversible but can in most circumstances be mitigated against with suitable landscape design, retention of important habitat features etc. The landscape changes however will be permanent and irreversible. It is of note that the impacts may be beneficial or adverse and the magnitude of any such affects will need to be fully assessed.

3.46 The magnitude and significance of the above impacts may be significant for the purposes of EIA.

Summary/Conclusions

3.47 In summary, the proposed development built form falls outside Schedule 1 and may be referred to as Schedule 2 development within the EIA Regulations. As such, the tests as set out in Schedule 3 of the EIA Regulations were required to ensure that the likelihood of significant effects warranting an EIA was considered.

3.48 Whilst the mixed residential and commercial end use of the proposed development is not of such a nature or scale that it will breach the Schedule 3 thresholds and criteria it is considered that the works involved in levelling/grading of the site; the period of time this will take; the associated traffic movements (with associated noise and air quality implications) arising from this and the overall change to the landscape arising from the proposals may be considered as significant for the purposes of the EIA Regulations 2011.

3.49 On the basis of the forgoing, Emery Planning have recommended to our clients that any application for the above is accompanied by an Environmental Statement. Below we set out the anticipated scope of the Environmental Statement.

4. Scoping – Content of EIA

4.1 The Environmental Statement (ES) will comprise:

- a project description and consideration of alternatives;
- a planning policy context; and,
- an assessment of environmental effects.

4.2 The main environmental issues will be considered in a series of technical papers. The topics and their scope is summarised below. These will cover the following disciplines.

- 1) Ecology
- 2) Water Resources (flood risk/drainage)
- 3) Transportation
- 4) Noise
- 5) Air Quality
- 6) Archaeology and Cultural/Built Heritage

7) Landscape and Visual Impact

4.3 We outline each below.

Ecology

- 4.4 This work would be undertaken by appropriately qualified ecologists. The ecological impact assessment (EclA) will be carried out with due consideration for the IEM 2006 guidelines.
- 4.5 An initial desk study and site walkover (completed in 2014 by Ascerta) revealed one designated site within a 1km radius of the proposed development site. Latchford Railway Sidings is a designated Local Wildlife Site and is situated less than 40m from the survey area to the west. As the disused railway acts as a wildlife corridor there is a risk that development will impact commuting wildlife and as a result will indirectly affect the Local Wildlife Site.
- 4.6 The survey area comprises semi-natural woodland, scrub, semi-improved grassland, continuous bracken, tall ruderals, ephemeral/short perennials, and introduced shrubs. The site is considered to be of significant value to the local area as a wildlife corridor. In order to minimise the impact of development on the railway corridor complete connectivity through the site would be maintained and compensation habitat for the benefit of wildlife will be created.
- 4.7 In accordance with the 'mitigation hierarchy', the evolving scheme design will seek first to *avoid adverse impacts*, where this is not possible *mitigate impacts* and as a last resort *compensate impacts* (offset).
- 4.8 Habitat creation seeks to compensate any unavoidable loss and, beyond this, to offer enhancement in accordance with the NPPF. Habitat creation follows three key principles – to optimise connectivity through the site and into the local landscape, to optimise structural diversity and to optimise locally appropriate species-richness.
- 4.9 Habitats within the site were found to have significant potential to provide nesting sites for breeding birds. As with the general approach to habitats, bird nesting and foraging habitat will be retained where possible and optimised within newly created areas. Any vegetation clearance required for the proposed development will be undertaken outside of the bird breeding season. Consideration will be given to the installation of bird nesting boxes within the site to enhance its value for breeding birds.

- 4.10 Regarding bats, the vegetation associated with the railway provides a potential foraging and commuting corridor and as such as replacement habitat will be incorporated into any development. The bridges within the site area also have bat roost potential. As such emergence and re-entry surveys will be undertaken (between May-August). If a roost is found then appropriate mitigation will be proposed, Natural England will be consulted and, a license obtained.
- 4.11 As bat activity is expected in the vicinity of the site, due consideration will be given to additional lighting proposed to be installed in the area to ensure potential lighting impacts are minimised. The lighting scheme will comply with guidance from the Bat Conservation Trust away from natural habitats, shielded and at a height which reduces spill sideways (See Bats and Lighting in the UK-Bats and The Built Environment Series, 2009). The value of the site for bats can be enhanced by the installation of artificial bat roost boxes.
- 4.12 No great crested newts were recorded during the 2014 site however Reasonable Avoidance Measures would be recommended to reduce the risk to reptiles as the site is developed. For example all potential refugia and basking areas should be removed from the development footprint by hand by a suitably experienced ecologist; and before development works a destructive search will be provided to ensure reptile species are considered during construction.
- 4.13 Evidence of badger activity was recorded during the field assessment. A distinct Method Statement would be provided to avoid any adverse impacts on this species during site clearance.
- 4.14 Badgers and their setts are afforded full protection under the Protection of Badgers Act 1992. Therefore, as badgers are present with the site, due consideration is required to ensure sufficient mitigation is implemented. This may, if required, include creation of artificial badger setts and relocation of animals under license from Natural England.
- 4.15 The draft masterplan incorporates areas of open green space and wildlife habitat. Appropriate planting and management throughout the development will form part of the mitigation and enhancement package.

Water Resources

- 4.16 An assessment of potential impacts on the local hydrological environment, including surface waters, groundwater and flood risk will be undertaken. Where activities on site can be

reasonably linked to hydrological receptors a risk based approach will then be used to determine whether these are of no concern or whether mitigation and / or further assessment are required.

Transportation

- 4.17 A full assessment of the potential impacts upon the surrounding transport network will be undertaken as part of a Transport Assessment. This will assess the impact of the additional trips associated with the proposed development in relation to a range of modes of travel, i.e. walking, cycling, public transport, private vehicles and HGV's.
- 4.18 The Transport Assessment will be produced in line with the Guidance on Transport Assessment published by the Department for Transport in March 2007. The scope of the assessment will be agreed with Borough Council, as highway authority, and will include assessments of the following:
- Relevant transport planning policies;
 - Existing transport conditions (road network, pedestrian and cycle routes, public transport provision);
 - Predicted trip generation for all modes of transport;
 - Impact upon the road network.
- 4.19 Traffic surveys will be used to establish baseline traffic flows. Accident data will also be obtained from the highway authority.
- 4.20 A Framework Travel Plan will also be prepared to accord with national and local travel planning guidance. This will identify the measures proposed to reduce the role of the private vehicle and encourage travel by other, more sustainable, modes of transport. Routing plans will also be prepared and agreed for the proposed export of material from the site.

Noise

- 4.1 The noise chapter will cover the assessment of noise impact of the development, focussing on calculated changes in traffic noise on existing roads generated by the development. The chapter will include a section on the excavation and construction phase and measures to be deployed to control the impact of excavation/construction site noise.

- 4.2 An assessment of traffic noise on the proposed residential development will also be carried out but this does not lend itself to incorporation within the noise chapter itself. Therefore this aspect, including any necessary measures to mitigate noise impact on the development, will be presented as a separate assessment report in the form of a technical appendix to the noise chapter.
- 4.3 A comprehensive baseline noise survey will be carried out at relevant locations on the development land. This will include daytime noise monitoring for a sample of existing residential areas that border the site, in respect of the assessment of construction site noise impact. In terms of assessing noise impact on the proposed residential development, the baseline noise survey will include traffic noise from Knutsford Road (A50), Station road, Grammer School Road and Wash Lane for representative periods of the daytime and night/early morning.
- 4.4 The construction noise assessment will be qualitative taking into account the 'ABC' method in BS 5228-1:2009+A1:2014 and focusing on measures to be deployed to minimise excavation/construction noise impacts in accordance with the advice given in that document.
- 4.5 The assessment of 'operational noise' will be in the form of a comparative study i.e. evaluating the impact of changes in traffic noise on a sample of existing roads in the area due to traffic generated by the development. Comparative traffic noise calculations will be undertaken based upon the relevant guidance document 'Calculation of Road Traffic Noise', 1988 and will rely on traffic data to be provided by the transportation consultant. The assessment of significance of impact of any changes in traffic noise for existing dwellings on these roads will take account of the IEMA 'Guidelines for Environmental Noise Impact' 2014.

Air Quality

- 4.6 The air quality assessment will consider the following:
- potential impacts on local air quality and existing receptors arising from increased traffic emissions during the operational phase;
 - potential impacts of local air quality on new receptors to be introduced as part of the development; assessment to consider both traffic emissions and other local industrial emissions;
 - potential impacts of fugitive dust and PM10 on existing receptors during the extraction/construction phase.

4.7 The assessment would be undertaken in accordance with:

- Development Control: Planning for Air Quality (2010 Update), Environmental Protection UK (EPUK)
- Guidance on the Assessment of Dust from Demolition and Construction (2014), Institute of Air Quality Management (IAQM)

4.8 The assessment would be undertaken through the following methodology:

- site visit and walkover of the surrounding area; to include assessment of key roads; assessment of road geometry, junctions and roundabouts and likely vehicle speeds;
- review of WBC air quality reports and monitoring data;
- review of other baseline air quality data, including existing potential pollution sources and local weather conditions;
- review of traffic flows and Transport Assessment;
- assessment of airborne dust assessment associated with construction works;
- assessment of vehicle emissions associated with development on new and existing receptors;
- preparation of mitigation proposals; and
- identification and assessment of the potential air quality impacts of the development proposals, in terms of magnitude and significance.

4.9 The assessment of vehicle emission impacts would be undertaken using an atmospheric modelling approach (ADMS-Roads) using the latest available vehicle emission factors. The approach would be agreed in advance with the relevant Air Quality Officer.

Landscape and Visual Impact

4.10 This is to be undertaken by suitably qualified Landscape Architects registered by the Landscape Institute and with experience in assessing landscape, townscape and visual impacts for a wide variety of schemes. The assessment would consist of two separate, but interlinked issues as follows:

- Landscape impacts – the direct impacts upon specific landscape elements within and adjacent to the site, the overall patterns of the landscape elements which give rise to the landscape character of the site and its surroundings and the impacts upon any special interests in and around the site;

- Visual impacts – the direct impacts of the development upon views in the landscape and overall impact on visual amenity.

4.11 Potential impacts include:

- Short term visual disturbances during the excavation/construction phase;
- Change in character of site;
- Changes to views from a number of residential properties surrounding the site;
- Changes to view from public footpaths bordering the site.

4.12 The landscape and visual assessment is to be undertaken in accordance with:

- Guidelines for Landscape and Visual Impact Assessment, Landscape Institute and Institute of Environmental Management and Assessment (IEMA), 2013; and
- An Approach to Landscape Character Assessment, Natural England, October 2014.

4.13 The assessment methodology adopted would consist of a combination of desktop and field studies as follows:

- A review of statutory plans and other data recording relevant designations and planning policies for the area;
- A data trawl search for statutory and non-statutory landscape designations including definitive rights of way in the area;
- An assessment of the landscape character of the site and the surrounding area, together with the sensitivity to accommodate change;
- A visual appraisal of the site and its surroundings, including analysis to determine the visibility of the site from surrounding areas and to identify key viewpoints from publicly accessible locations. This includes the production of a Zone of Theoretical Visual Influence (ZTVI);
- The preparation of mitigation proposals with the aim, where possible, of avoiding or reducing significant adverse landscape or visual effects; and

- Identification and assessment of the potential landscape and visual effects of the development proposals, in terms of their magnitude and significance.

4.14 The significance of impacts will be determined by assessing:

- the sensitivity of the affected landscape;
- the sensitivity of the visual receptor; and
- the magnitude of the potential change that would occur.

Archaeology and Cultural Heritage

4.15 This chapter will assess the potential effect of the proposed development on all heritage assets both within and near to the site.

4.16 Initial assessment of various online sources indicates that there are no designated assets (Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens, and Registered Battlefields) within the site boundary. However the railway bridge at Knutsford Road is noted in the Unitary Development Plan (Annex 10) as being a structure of local importance of architectural or historic interest. This bridge is proposed to be demolished as part of the proposed development. However the presently bridge acts to constrain highway flows in the local area and its removal could offer the opportunity to improve highway convenience and safety. The significance of this will be fully considered against the requirements of the NPPF as part the assessment.

4.17 A number of Listed Buildings are located within 1km of the site boundary. However, these are all either within an urban context or far enough away from the site so that there is unlikely to be any impact upon their settings or significance. Nevertheless, all the Listed Buildings will be considered in detail as part of the baseline assessment.

4.18 Archaeological resources are susceptible to a range of impacts during development. These relate to works associated with site preparation as well as construction related activities, including:

- Excavation and site clearance activities that disturb archaeological remains;
- Excavation that extends into archaeological sequences;
- Piling activities resulting in disturbance and fragmentation of the archaeology;
- Dewatering activities resulting in desiccation of waterlogged remains and deposits.

4.19 The implications, of these actions will be discussed and significance criteria allocated to any identified impact.

4.20 In terms of the effects on cultural heritage, the effects of the development can be direct, such as loss or damage to a heritage features, or indirect, including the effect on the setting of a designated or undesignated heritage asset. This component of the assessment will be cross referenced with the English Heritage guidelines for setting assessments and the landscape and visual assessment. Any such impacts will be discussed and significance criteria applied.

4.21 The assessment would consist of two separate, but interlinked issues as follows:

- Archaeology impacts – the identification of potential archaeological remains within the site and the likely effects of the development on those remains; and
- Cultural Heritage impacts – the direct effect of a development on historic structures or other upstanding assets within the site (designated and non-designated), as well as indirect impacts to the setting of designated heritage assets within the wider area around the site.

4.22 The assessment methodology adopted would consist of a combination of desktop and field studies in line with the NPPF as follows:

- A review of statutory plans and other data recording relevant designations and planning policies for the area.
- Identification of designated assets (including Scheduled Monuments, Listed Buildings, Conservation Areas, Registered Parks and Gardens, and Registered Battlefields) covering the site and surrounding area.
- A data search of the relevant county or civic Historic Environment Record to identify likely archaeological potential for the area.
- A site walkover to assess the archaeological conditions/potential of the site.
- Assessment of the setting and significance of cultural heritage assets on-site and in the surrounding area.
- Recommendation of mitigation proposals (where appropriate) with the aim (where possible) of avoiding or reducing significant adverse effects.

- Identification and assessment of the potential effects to archaeology and cultural heritage in terms of their magnitude and significance.

4.23 The significance of impacts will be determined by assessing:

- The importance of the heritage asset; and
- The magnitude of the potential change that would occur.

5. Proposed structure of ES

5.1 A preliminary list of contents for the ES is represented below:

Volume 1 – Non-technical Summary

Volume 2 – Main Text:

Introduction

Methodology

Site and surroundings

Project Description

Consideration of alternatives

Planning Policy Context

Assessment of Environmental Effects

- Ecology
- Water Resources
- Transportation
- Noise
- Air Quality
- Archaeology and Cultural/Built Heritage
- Landscape and Visual Impact

Conclusion of Significant Impact and Mitigation

Volume 3 – Technical Appendices

5.2 The form of each technical paper is to be as follows:

- Introduction
- Legislation and Policy
- Assessment Methodology
- Baseline Conditions
- Evaluation
- Assessment of Impacts and Significance
- Mitigation
- Residual Effects
- Summary and Conclusions

6. Summary and Conclusions

- 6.1 The proposed development falls outside Schedule 1 and may be referred to as Schedule 2 development within the EIA Regulations. As such, the tests set out in Schedule 3 of the EIA Regulations require examination to ensure that the likelihood of significant effects warranting an EIA was considered.
- 6.2 It is considered that the proposed development could result in landscape and visual impacts, as well as ecology, transportation, noise and air quality which should be assessed through EIA.
- 6.3 Under the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, we would be grateful for receipt of a Scoping Opinion within 5 weeks of registering receipt of the request.
- 6.4 If you require any additional information in order to adopt a Scoping Opinion, please do not hesitate to contact us.

7. Appendices

- EP1. Location Plan
- EP2. Concept Design
- EP3. Survey Plan and Sections

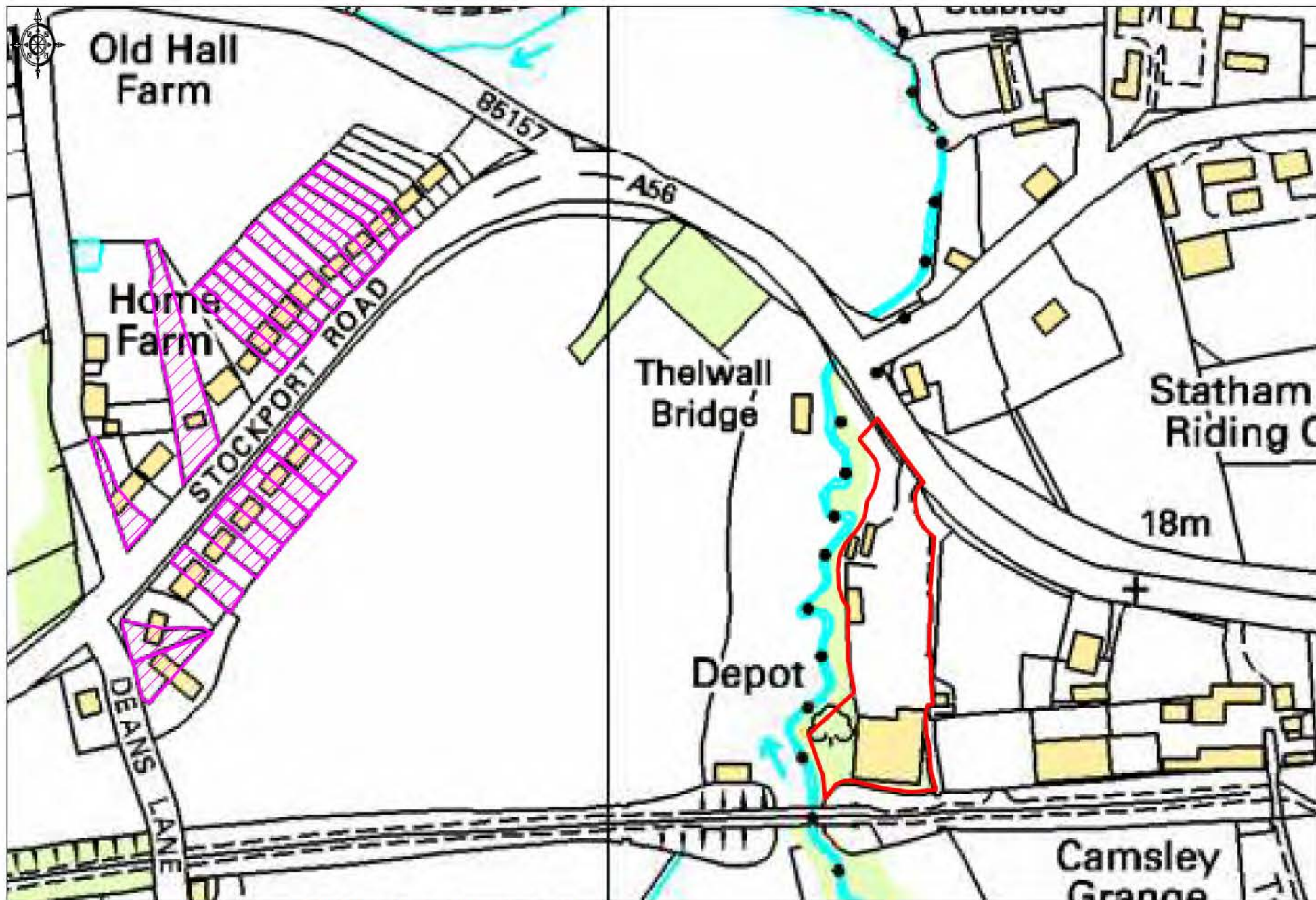
EP6

Land on the South Side of Lymm Road, Thelwall



Ordnance Survey © Crown Copyright 2016. All rights reserved. Licence number 10002432. Plotted Scale - 1:2500

EP7



Ordnance Survey © Crown Copyright 2011. All rights reserved. Licence number 100020449. Plotted Scale - 1:2500