



WARRINGTON
Borough Council

Warrington Borough Council Local Plan

Area Profiles and Options Assessment

Technical Note

July 2017

AREA PROFILES AND OPTIONS ASSESSMENT – TECHNICAL NOTE

1 Area Profiles and Growth Scenarios

- 1.1 The Council has prepared Area Profiles for the different geographic areas within the main urban area of Warrington and for each of the outlying settlements. The Area Profiles are provided on the Council's Website (link). Figure 1 below shows the areas for which profiles have been prepared.
- 1.2 The Area Profiles are intended to provide an understanding of the characteristics of different local areas and the existing provision of social and physical infrastructure. The infrastructure that has been considered includes local schools, health facilities, open space, leisure facilities, community facilities and transportation. Infrastructure for each area has been assessed in terms of its quality, its current and future capacity - assuming that development sites within the existing urban and settlements boundaries are built out – and potential for improvement / expansion.
- 1.3 The Area Profiles confirm the capacity of housing sites within the existing urban area / settlement boundary. They identify sites within the Green Belt which have either been put forward by developers as part of the 'Call for Sites' or have previously been submitted for consideration as part of the Council's Strategic Housing Land Availability Assessment (SHLAA). The profiles also show the relevant General Areas and individual parcels from the Council's Green Belt Assessment (2016).
- 1.4 They have been prepared working closely with Council and external service providers responsible for the range of infrastructure types. The Council's Transportation, Education and Public Health teams as well as the Warrington Clinical Commissioning Group and Highways England have all contributed to the preparation of the profiles.
- 1.5 By preparing the Area Profiles it is possible to understand the implications of different 'growth scenarios' for each individual area. This has contributed to defining the 'high level spatial options' and options for the 'main development locations' which have been key to progressing the Preferred Development Option for the Local Plan as a whole. They have also enabled an understanding of the local impacts arising from the high level growth options, including the impact on existing infrastructure and the additional infrastructure that would be required to ensure growth is sustainable.
- 1.6 The main urban area has been broken down into 5 constituent parts, with an Area Profile prepared for each:
 - Central
 - North
 - South
 - East
 - West
- 1.7 A profile has been prepared for each of the outlying settlements which are inset from the Green belt:
 - Burtonwood
 - Croft
 - Culceth

- Glazebury
- Hollins Green
- Lymm
- Winwick

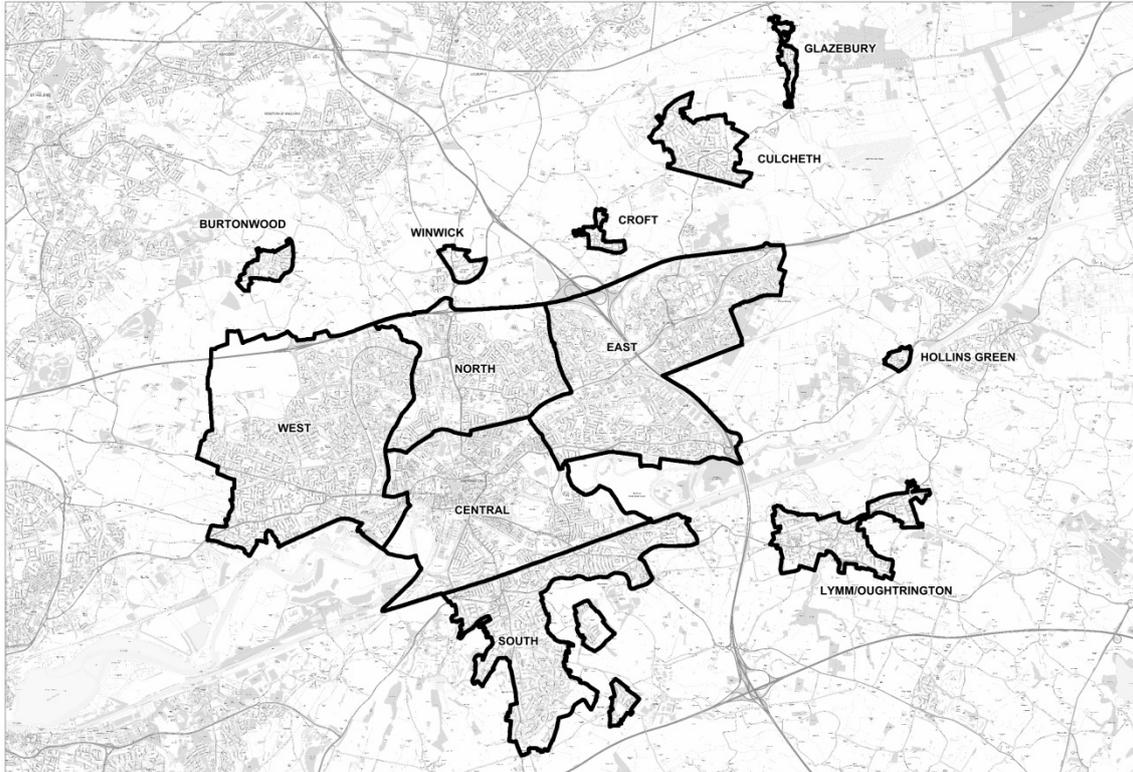


Figure 1 – Locations for which Area Profiles have been prepared

- 1.8 Separate profiles have not been prepared for Appleton Thorn and Grappenhall Heys. This is due to their physical proximity to the south Warrington area and their close relationship in terms of provision of local services. Unlike the other outlying settlements, they are not separated from the main urban area by a motorway. They are however considered and assessed as separate individual settlements within the South Area profile.
- 1.9 Profiles have not been prepared for washed over Green Belt Settlements. The Council is not proposing to change the status of any of the washed over settlements as part of the Local Plan review and they are therefore not being considered as locations for major new development. This is because there has been no significant material change in national policy relating to Green Belt since the adoption of the Local Plan Core Strategy and no material physical change to the washed over settlements themselves.
- 1.10 For the outlying settlements, the Council applied the following assumptions in defining the growth scenarios:
- 'Incremental growth' - based on a level of development that could be accommodated by existing infrastructure, subject to minor expansion of that infrastructure, up to 10% of settlement size.
 - 'Sustainable settlement extension' - based on a new or expanded primary school, taking into account available sites.

(iii) 'Site Maximisation' - where there are 'call for site' options / Green Belt SHLAA sites which could provide a larger scale extension.

- 1.11 The 10% limit in relation to settlement size is to ensure development is being capable of being accommodated without changing the character of the respective settlement under the 'incremental growth' scenario. There is no fixed percentage for the 'sustainable settlement extension' scenario. There is an acceptance that this scenario will impact on character, but the impact should not be of a scale which would fundamentally change the character of the settlement.
- 1.12 A primary school has been used as the focus of a settlement extension given that primary school provision is most sensitive to housing growth and has the most localised catchment of all of the key local services. Other infrastructure provision will be dependent on the scale of the extension, the provision of existing infrastructure and the forecast capacity of that infrastructure.
- 1.13 Under the 'Site Maximisation' scenario, there is no percentage limit to settlement growth. The upper limit however is still based on the new infrastructure that would need to be put in place to sustainably accommodate that level of growth.
- 1.14 Under the incremental growth scenario for the areas within the main urban area of Warrington, 10% growth has been used as an indicative upper level figure. The assessments are based on the principle of individual development sites coming forward adjacent to the urban area. In reality the level of incremental growth that could be accommodated can range from 0% to 10%. Where potential capacity is likely to be much lower than 10% this is highlighted in the assessment.
- 1.15 For the areas within the main urban area of Warrington, larger urban extensions have been considered given the much larger scale of the main urban area. The extensions considered are still however based on the level of growth required to support new a primary school, or in the case of larger extensions, a larger primary school, more than one primary school and / or a secondary school. They are also based on the availability of sites, submitted through the 'call for sites' process or SHLAA Green Belt sites. Again, the other infrastructure to be provided within an extension will be dependent on the scale of the extension, the provision of existing infrastructure and the forecast capacity of that infrastructure.
- 1.16 Each growth scenario for the outlying settlements and the areas of the main urban area have been assessed against the assessment criteria derived from the Strategic Objectives proposed for the new Local Plan. The criteria closely align with the objectives but allow for a more detailed assessment, particularly of infrastructure impacts.
- 1.17 As part of this process, each growth scenario has been assessed in terms of its deliverability. This takes into account the high level assessment of viability provided by BNPP which gives an indication of the likely scale of developer contribution that could be expected from Green Belt release from incremental development and a range of sizes of urban extension – comparable to those considered under the Area Profiles. A high level consideration is given to the scale of potential infrastructure requirements against the likely scale of development contributions. The deliverability assessment also looks at the availability and nature of potential development sites.

- 1.18 In undertaking the consideration of deliverability, it is acknowledged that contributions from development may not pay for all of the required infrastructure for larger urban extensions and that there are other sources of funding that the Council has the ability to secure. Full details of the required infrastructure, its estimated cost and intended sources of funding will be included in an updated Infrastructure Delivery Plan to be prepared in support of the draft Local Plan.
- 1.19 The process is primarily based on options for assessing the location for new housing. Whilst employment sites have more specific locational requirements, the main employment locations have been considered within the process to understand cumulative impacts on infrastructure and to provide the opportunity to plan for sustainable patterns of development.

2 Define high level spatial options

- 2.1 The Area Profiles, together with the new Plan Objectives and availability of sites, helped to define the three 'High Level Spatial Options' for the spatial distribution of new development:

Option 1 - Green Belt release only in proximity to the main Warrington urban area;

Option 2 - Majority of Green Belt release adjacent to main urban area with incremental growth in outlying settlements; and

Option 3 - Settlement extension in one or more settlement with remainder of growth adjacent to the main urban area.

- 2.2 The requirement to maximise urban capacity is a constant for each of the options. The difference is their approach to the allocation of Green Belt land for housing. From the number of potential development sites submitted, all three options would be numerically capable of accommodating the Council's preferred level of growth.
- 2.3 Although it would also be possible to accommodate the scale of growth required through an option which saw a much greater level of growth going to the outlying settlements, the Council has considered this option to be unreasonable. This is based on the individual growth scenario assessments, in particular relating to the impact of major extensions on character of the settlements and the dilution of the level of contribution growth would make to the New City concept.

3 Confirmation of preferred high level spatial option

- 3.1 These options were then tested against the Local Plan Objectives assessment criteria based on the Council's preferred growth level scenario (1,113 homes per annum). The option testing process was informed by the Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA) Process, which also considered the two reasonable growth level alternatives – the lower OAN (955 homes per annum) and the higher historic job growth level scenario (1,332 homes per annum).
- 3.2 The Council's detailed assessment tables are provided at Appendix 1.
- 3.3 Following this exercise, the Council confirmed Option 2 - focussing Green Belt release adjacent to the main urban area of Warrington, with incremental growth in the outlying settlements - as the preferred option.
- 3.4 Option 2 enables the majority of growth to be delivered adjacent to the main urban area, contributing positively to the Plan Objectives. It performs stronger than Objective 1 in that it also enables incremental housing growth in the outlying settlements to support local services and widen local housing choice without compromising their character. This will also

assist in overall Plan delivery by promoting a larger number of smaller sites which are likely to be deliverable early in the Plan period.

- 3.5 Option 3 does not perform as strongly as the distribution of growth will begin to impact on the character of one or more of the outlying settlements and a greater proportion of growth is being moved away from the main urban area where it can most positively contribute to the Warrington New City concept.
- 3.6 With regard to the scale of growth, the SA/SEA confirmed that whilst positive economic benefits generally increase in line with higher levels of growth, the highest growth scenario risks having significant environmental impacts. The SA/SEA process therefore reaffirmed the Council's approach to base its development needs on the devolution growth bid.

4 Define options for main development locations

- 4.1 Having established the preferred broad spatial option, the next stage was to assess options for the main development locations.
- 4.2 From the call for sites exercise and the area profiles, it is clear that incremental growth adjacent to the outlying settlements would be capable of accommodating a minimum of 1,000 dwellings. Due to the large number of sites put forward in proximity to each of the outlying settlements relative to the level of growth required under the Preferred Development Option, the Council has decided to defer detailed site assessment work to confirm the individual sites to be allocated until after the Preferred Development Options Stage.
- 4.3 This leaves the remainder of approximately 8,000 dwellings to be accommodated adjacent to the main urban area in order to meet the overall housing requirement.
- 4.4 Given the large number of sites put forward in proximity to the main urban area of Warrington, the Area Profiles also assisted in selecting the possible components for the main development locations. The results from individual sites assessments - undertaken in terms of their contribution to the Green Belt, their merits from an SA/SEA perspective and in terms of their site characteristics – were also used in this stage, together with the high level viability review. The individual site assessments, in understanding site characteristics, constraints and opportunities, are considered to be helpful in understanding the potential effects of the strategic options. However, it is also important to acknowledge that the issues identified at a site specific level do not necessarily reflect the effects that would occur with strategic growth in a particular location. For example, site specific issues (such as poor access to a school) could possibly be dealt with through the infrastructure improvements that would likely accompany development of a number of individual sites as part of a wider urban extension.
- 4.5 In considering the components it was necessary to ensure that infrastructure was being provided to support the development itself, but also where possible, to contribute to the infrastructure required to support the growth of Warrington as a whole. For example, although an additional secondary school is planned as part of the Waterfront Development, a further secondary school is required to support Warrington's overall growth and therefore one or more of the Green Belt components must be capable of delivering a new secondary school.

4.6 The components are outlined below:

1. A Garden City Suburb to the south east of Warrington of approximately 8,000 homes – providing a new Secondary school, up to 5 new primary schools, district centre, up to 4 local centres, health facility, leisure centre, sports pitches and country park;
2. A Garden City Suburb to the south east of Warrington of approximately 6,000 homes – providing a new Secondary school, up to 4 new primary schools, district centre, up to 3 local centres, health facility, leisure centre sports pitches and country park;
3. A Garden City Suburb to the south east of Warrington of approximately 4,000 homes – providing a new Secondary school, up to 3 new primary schools, district centre, up to 2 local centres, health facility, leisure centre, sports pitches and country park;
4. An urban extension to the south west of Warrington of up to 2,000 homes – to include a new primary school, local centre, satellite health facility and a local park;
5. An urban extension to the west of Warrington of up to 2,500 homes – to include a new primary school, satellite health facility and a local park; and
6. A more dispersed pattern of Green Belt release adjacent to the main urban area – to include a new secondary school, up to 5 primary schools, health facility, leisure centre, sports pitches, country park and local parks.

4.7 The component for west Warrington is broadly the same as the growth scenario established in the Area Profile. The capacity is listed as “up to” based on the assessment of available sites. The components for the Garden City suburb and the South West extension has been derived from the South Area profile but have been refined for the reasons set out below.

4.8 In refining the Garden City suburb components, the Council first considered the potential boundary given the large number of sites submitted within south Warrington. Given the scale of the suburb the Council took the decision to focus on General Area 10 of the Green Belt Assessment, which performed poorly in the assessment. Using the General Area as the boundary is considered appropriate when considering the likely scale of urban extension. This will ensure that the long term Green Belt boundaries that will remain following release of Green Belt land have a high degree of permanence.

4.9 Within this area there is the potential for a wide range of sizes for the suburb. Given the need to provide an additional secondary school - and the limited prospect of any other location having sufficient land to deliver a secondary school as part of a wider viable development – the need to deliver 8,000 homes overall, and the requirement for new distributor roads to accommodate additional residential development, the Council established the lower end of the range as “approximately” 4,000 homes to ensure viability. The upper end was the Garden City suburb accommodating the entire 8,000 homes, with 6,000 homes representing the mid-range component.

4.10 Smaller urban extensions in this location are unlikely to generate sufficient development value to ensure the delivery the necessary infrastructure to support development in this location. In particular there would still be the requirement for extensive new distributor roads to be delivered to support a smaller urban extension. Similarly the ability to deliver a new secondary school as part of a smaller extension would be more uncertain.

Without a new secondary school, future development from Green Belt release would place unacceptable pressure on existing schools in the south which already have severe capacity constraints.

- 4.11 The South West Urban Extension is also in the south area, but is geographically separated from the Garden City suburb by the main urban area. The capacity of “up to 2,000 homes” is based on the information from the “call for sites” submission. It should be noted that four of the six routes that the Council is currently consulting on for the location of the Western Link pass through the area of the South West Urban Extension. In assessing the performance of this component the Council has considered one scenario with the Western Link passing through the site and an alternative scenario where it does not.
- 4.12 The Call for Sites exercise also provided the possibility of a number of development sites which could potentially be located to the north and east of the borough. Through undertaking the area profile assessments and more detailed site assessment work, these areas were not considered to be reasonable development options for urban extensions. The sites in the east are subject to a number of environmental constraints, including the location of Peat, Rixton Moss Local Wildlife Site, proximity to Woolston Eyes SSI and part of the area being within Flood Zone 3. The sites in the north raised environmental concerns given their proximity to the M62 and in order to provide an extension of sufficient size, would result in the urban area merging with Winwick, resulting in a significant detrimental impact on the character of the settlement.
- 4.13 The individual sites in these areas are however considered as potential sites under the dispersed pattern of Green Belt release component / option.
- 4.14 The dispersed component is an approach whereby the individual development sites would be assessed on their own merits with greater dispersal of development around the main urban area. However, given the location of sites, the scale of growth and the infrastructure constraints in the main urban area, for this option to be reasonable, it is likely that there would still need to be at least one larger concentration of sites. This would effectively still result in an urban extension, similar to the urban extension components considered above or in the Areas Profiles. This could include smaller urban extensions in the South East than proposed in the Garden City components.
- 4.15 The sites considered for the Garden City Suburbs, South West and West components are shown in Appendix 2. All sites identified within the Area Profiles for areas within the main urban area were considered for the dispersal component / option.
- 4.16 From the components, a total of 5 options were defined capable of accommodating approximately 8,000 homes and also the required supporting infrastructure for each option. The options were then assessed against the Plan Objectives assessment criteria and subject to SA/SEA.

Option 1 - A Garden City Suburb to the south east of the Warrington main urban area of approximately 8,000 homes;

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

Option 3 - A Garden City Suburb of approximately 6,000 homes & an urban extension to the west of Warrington of up to 2,500 homes;

Option 4 - A Garden City Suburb of approximately 4,000 homes & an urban extension to the south west of Warrington of up to 2,000 homes & urban extension to west of Warrington of up to 2,500 homes; and

Option 5 - A more dispersed pattern of Green Belt release adjacent to the main urban area.

5 Initial confirmation of preferred main development locations

- 5.1 These options were then tested against the Local Plan Objectives assessment criteria. The option testing was also informed by the Sustainability Appraisal / Strategic Environmental Assessment (SA/SEA) Process.
- 5.2 The Council's assessment tables are provided in Appendix 3. The Council's site assessment information used to support this stage of the assessment process, in addition to the Green Belt assessments and SA/SEA Assessments, is provided on the Council's web site (link).
- 5.3 Based on the assessment, it was concluded that overall, Option 2 - A Garden City Suburb of approximately 6,000 homes and an urban extension to the south west of Warrington of up to 2,000 homes - performed best when assessed against the strategic Plan Objectives, taking into account the results of the SA/SEA. It should be noted that the performance of this option strengthens significantly if the western link is developed through the south west urban extension area, providing a more direct link to the Waterfront Development area.
- 5.4 Whilst Option 1 performed well against Plan objectives, there are deliverability and infrastructure risks regarding concentrating such a high level of development in one location. The Options containing the western urban extension did not perform well against the Green Belt objectives given the relative strong performance of the Green Belt in the west of the borough, both at General Area and individual parcel / development site level. The western component also raised issues from an infrastructure delivery perspective given the relatively fragmented nature of available sites. The main concern with Option 5 was the ability to ensure infrastructure delivery, particularly for larger infrastructure requirements including a new secondary school, with the risk of worsening the already severe congestion within the main urban area.

6 Confirmation and elaboration of preferred main development locations

- 6.1 Given the scale of development proposed, the Council undertook additional work to confirm that the preferred development areas were able to accommodate the level of growth required and to provide additional detail relating to infrastructure requirements, constraints and development principles.
- 6.2 This work is available on the Council's web site (link) and has provided an additional level of detail for the preferred development option.
- 6.3 For the Garden City Suburb, the work re-confirmed the boundary as General Area 10 of the Green Belt Assessment. The capacity of the area established in the Development Concept is based on a gross density of 20 dwellings per hectare. This is below the standard Green Field assumption contained in the Council's SHLAA but is considered to be appropriate for the type of development envisaged in this part of Warrington. It reflects best practice examples from successful urban extensions of a similar scale and context to south east Warrington. It also provides an overall balance between built and green space, which is consistent with the most recent guidance on garden city design, and also reflects the importance of protecting the character of Appleton Thorn, Grappenhall Heys and the heritage and environmental assets in the area.

- 6.4 The Council has however also assessed the potential capacity if the standard SHLAA density assumption is applied. This would increase the capacity of the area by around 1,000 homes.
- 6.5 In undertaking work on the Development Concept, the Council also considered the potential to safeguard land adjacent to the Garden City Suburb in General Area 9 as set out in the Green Belt Assessment. The Council considers this represents a continuation of the preferred development option, providing the opportunity to increase the size of the suburb to meet future development need beyond the Plan period. It will also ensure a long term defensible boundary to the Green Belt is provided by the M6 and M56.
- 6.6 The balance of land to be allocated for development and safeguarded for future development will be dependent upon the density applied across the Garden City suburb. Based on a gross density of 20 dwellings per hectare, it is likely that the whole of General Area 10 will need to be allocated. This may therefore require further land to be safeguarded, beyond General Area 9 to meet the identified requirement.
- 6.7 If the standard SHLAA density is applied then not all of General Area 10 will need to be allocated. Based on the illustrative masterplan contained in the Development Concept, this may mean the area comprising development parcels C1 to C3 as well as a portion of the district centre would be safeguarded as opposed to being allocated. These areas are shown on the Plan in Appendix 4. Together with General Area 9, this may then be sufficient to meet all of Warrington's safeguarding requirement.
- 6.8 It should be noted however that the Council has only undertaken an initial assessment of development Capacity within General Area 9 and there are sensitive environmental assets to the north of the area which would need to be protected. Similarly, if the Garden City suburb is built at a higher density, this may require a fundamental review of the layout within the development concept.
- 6.9 For the smaller South West Urban Extension, the Council has prepared a Development Concept based on the 'call for sites' put forward in that specific area. This work has confirmed that the capacity of extension is likely to be around 1,800 homes. This is slightly below the 2,000 homes considered as the upper level in the assessment process.
- 6.10 The form and definitive capacity of development will be dependent on the final location of the Western Link. If a new road runs through the area to a new high level crossing over the Ship Canal, then the area will benefit from access into the Waterfront Development Area, although this will mean that residential development is not possible on the eastern part of the site.

7 Next steps

- 7.1 Following the end of the consultation period, the Council will consider representations received in preparing the submission version of the Local Plan.
- 7.2 The Council will be undertaking more detailed site assessments relating to the main development areas as well as all of the submitted 'call for sites'. This will enable the Council to provide definitive details on all sites to be allocated or safeguarded in the Local Plan, including in the outlying settlements.

- 7.3 A key element of this work will be to test the proposed development allocations through the updated Warrington Multi-Modal Transport Model. This will enable the Council to consider local and borough wide transport impacts arising from new development. It will also allow the Council to confirm the infrastructure required to mitigate these impacts and contribute to the wider New City concept.
- 7.4 All key infrastructure requirements to support the delivery of the Local Plan, including transport infrastructure, will be set out in an updated Infrastructure Delivery Plan. This will include the estimated cost of infrastructure and its intended source of funding. This will be supported by more detailed viability assessment work to ensure that the Plan is deliverable and an updated Strategic Flood Risk Assessment (SFRA) which will consider each submitted 'call for site'.
- 7.5 In addition, once the Preferred Development Option has been finalised following the consultation it will be subject to further sustainability appraisal review and an analysis of its potential likely effects on any European sites of nature conservation importance through a Habitat Regulations Assessment.

APPENDICES

Appendix 1 – ‘High Level Spatial Options’ Assessment Tables

Appendix 2 – Sites considered under each of the ‘Main Development Location’ components

Appendix 3 - ‘Main Development Locations’ Assessment Tables

Appendix 4 – Garden City Suburb – variations of allocation / safeguarding with density

Appendix 1 - High level spatial options assessment to accommodate development needs

(1) All growth accommodated adjacent to main urban area

Overview	All Green Belt release for new housing (approx. 9,000 homes) on sites adjacent to main urban area, comprising one of more urban extensions and / or a dispersed pattern of green belt release.
Contribution to New City Concept	This option has the potential to make a significant contribution to the Warrington New City Concept. Sites adjacent to the main urban area have the potential to contribute to the delivery of the strategic infrastructure necessary to regenerate inner parts of Warrington as well as promoting the overall economic prosperity of Warrington.
Green Belt implications	<p>Depending on the specific location of development there is the opportunity to accommodate development within the General Areas identified as poor or moderate. At a Strategic Level this provides the opportunity to maintain the integrity of Warrington's Green Belt.</p> <p>At a local level this option will require individual parcels making a poor, medium and potentially strong contribution to the Green Belt to be developed.</p> <p>Depending on the specific location of development there is the opportunity to provide robust permanent Green Belt boundaries capable of enduring beyond the plan period.</p>
Supporting Role of Town Centre	This option could positively contribute to enhancing Warrington Town Centre through the scale of development proposed and economic benefits this could bring. The location of growth would be relatively close to the town centre and therefore there are opportunities for development sites to easily access the town centre through improved transport corridors.
Primary school implications	A number of new primary schools will be required to be provided to support growth.
Secondary school implications	Up to two new secondary schools will be required to be provided to support growth.
Health facility implications	A number of new primary health facilities will be required to support growth.
Local Road Network	Significant upgrade in local highways will be required, depending on the specific location of development, including the delivery of new distributor roads. To support Warrington's overall growth, it is likely that additional vehicular crossings would be required over the Manchester Ship canal and River Mersey.
Strategic Road Network	Significant upgrades are likely to be required to motorway junctions surrounding Warrington, depending on the specific location of development. Locations most likely to require improvements include J20 of the M6 and the Croft Interchange. Such levels of growth may also contribute to the case for further expansion of the Highways England Smart Motorways programme around the Warrington Area.
Public Transport	Focussing development within and adjacent to the main Warrington urban area allows bus operators to expand their existing bus network across the town to meet new markets. The layout of new developments should be designed around the bus to ensure that new services are viable and are attractive to potential users. This spatial option would also favour rail users as the main inter-regional rail stations are located within the urban core.

Active Travel	Focussing development within and adjacent to the main Warrington urban area ensures that active travel is a viable proposition for the new residents. However any increase in active travel demand would necessitate the establishment of direct, attractive and segregated routes within the new sites and connections to them, to cater for the growth in walking and cycling journeys. The design and layout of any development should ensure that such active travel opportunities are not compromised.
Open Space, Sport and Recreation	New development will be required to provide new sports pitches, open space and a new leisure centre.
Character implications	<p>This scale of growth has the potential to have a positive impact on the character of the town as a whole with the delivery of strategic infrastructure unlocking major brown field development sites and addressing existing issues of congestion. Depending on the specific location of development the scale of growth could have a negative impact on the existing character of local areas, although the outer part of the Warrington urban area has already seen significant recent growth from New Town Status.</p> <p>This option will ensure that the character of outlying settlements is preserved, although it could impact on the character of Appleton Thorne and Grappenhall Heys.</p>
Delivery issues	There is a need for significant investment in infrastructure to ensure the sustainability of new development and to contribute to the wider New City Objective. The value of the release of Green Belt land is considered likely to make a significant contribution to deliver the infrastructure to support growth without compromising development viability. The range and number of sites submitted appear to have the capacity to deliver growth requirements.
Environmental considerations & prudent use of resources	<p>A number of development sites to the east of the urban area are subject to a number of constraints with regards to peat resources, Local Wildlife Sites, proximity to a SSSI, Grade 2 agricultural land and risk of flooding. There are a range of environmental assets adjacent to the remainder of the urban area - including Local Wildlife Sites and ancient woodland, although there is scope in terms of available development land to ensure these assets are protected.</p> <p>Development adjacent to the main urban area provides more sustainable transport options and reduces the need to travel, which in turn would help to contribute to air quality objectives. The scale and mix of development provides the opportunity to promote energy efficient development schemes, including decentralised energy networks, which would contribute positively to the reduction in climate change.</p>
Comparison with Plan objectives & overall assessment	This option has the potential to contribute positively to all objectives of the plan and would enable Warrington to meet its development needs whilst also contributing to the delivery of Warrington New City. Depending on the specific locations for development, it could provide a sustainable, viable and deliverable option for meeting Warrington's development needs and provides the opportunity to maintain the permanence of the Green Belt at a strategic level through managed green belt release.

(2) Majority of growth accommodated adjacent to main urban area with incremental growth in settlements

Overview	Majority of Green Belt release for new housing on sites adjacent to main urban area (approximately 8,000 homes) - comprising one of more urban extensions and / or a dispersed pattern of Green Belt release - with Green Belt release facilitating incremental growth to outlying settlements (approximately 1,000 homes), within the capacity of their existing infrastructure and respecting their existing character.
Contribution to New City Concept	This option could provide a similar contribution to Option 1 to delivering the New City Concept through both strategic and local infrastructure given the vast majority of development would still take place adjacent to the main urban area. This option also provides the opportunity to support existing communities in the outlying settlements, with incremental growth helping to support existing local facilities and promoting local housing choice.
Green Belt implications	<p>The Green Belt implications at a strategic level will be similar to those for Option 1.</p> <p>At a local level, incremental growth in the outlying settlements will require individual parcels making a poor, medium and potentially strong contribution to the Green Belt to be developed. The slight reduction in the amount of development adjacent to the main urban area may reduce the need to release individual parcels making a strong contribution to the Green Belt adjacent to the main urban area.</p> <p>Depending on the specific location of development there is the opportunity to provide robust permanent Green Belt boundaries capable of enduring beyond the plan period.</p>
Supporting Role of Town Centre	With the vast majority of development adjacent to the main urban area, this option will provide similar benefits to Option 1 in terms of accessibility and economic benefits to Warrington Town Centre.
Primary school implications	In addition to the growth outlined above to support development in the main urban area, incremental development in the outlying settlements will require extensions to a limited number of primary schools.
Secondary school implications	Opportunities to provide additional secondary school capacity outside of the main urban area may be limited. Incremental development in the outlying settlements will therefore place further pressures on secondary schools which already have limited capacity. Up to 2 additional secondary schools in the main urban area, required under this option, may help alleviate some of this pressure.
Health facility implications	The majority of settlements have reasonable capacity within health centres located in outlying settlements and therefore incremental development could be accommodated without overly impacting on capacity.
Local Road Network	The highway infrastructure requirements described for Spatial Option (1) would help to support the proposed development in the main urban area. However the incremental growth in the outlying settlements may require some localised improvements to key junctions depending on the scale and location of the individual developments.
Strategic Road Network	As for Spatial Option (1), significant upgrades will be required to several motorway junctions adjacent to Warrington depending on the specific location of development and may support the case for expansion of the Highways England Smart Motorways programme around the Warrington Area.

Public Transport	<p>A large proportion of the proposed development within and adjacent to the main Warrington urban area allows bus operators to expand their existing bus network across the town to meet the new markets. The layout of new developments should be designed around the bus to ensure that new services are viable and are attractive to potential users. This scenario would also favour rail users as all of the key interregional rail stations are located within the urban core. Any incremental growth of settlements outside of the main urban area may help sustain local bus services but this depends on the scale and location of the individual developments. It is unlikely that this type of development would be of a sufficient magnitude to support any new bus services. Likewise, non-urban developments would not necessarily encourage rail trips due to the remoteness of the rail stations unless a car journey was involved first.</p>
Active Travel	<p>Focussing most of the development within and adjacent to the main Warrington urban area ensures that active travel is a viable proposition for the new residents. However any increase in active travel demand would necessitate the establishment of direct, attractive and segregated routes within the new sites and connecting to them, to cater for the growth in walking and cycling journeys. The design and layout of any development should ensure that such active travel opportunities are not compromised. An increase in travel demand towards Warrington from the outlying settlements, in particular to access employment and retail opportunities, would necessitate the consideration of new direct, attractive and segregated routes to cater for walking and cycling journeys. The design and layout of any new development should ensure that internal and connecting active travel opportunities are not compromised.</p>
Open Space, Sport and Recreation	<p>In addition to the growth in the main urban area, incremental growth in the outlying settlements could exacerbate existing open space deficiencies and place additional pressure on outdoor sports pitch and indoor leisure facilities, but is unlikely to be of sufficient magnitude to require major new provision over and above localised provision / improvements.</p>
Character implications	<p>In addition to the growth outlined above to support development in the main urban area, incremental growth in the outlying settlements could be achieved without a significant impact on the character of individual settlements. The slight reduction in the amount of development adjacent to the main urban area may reduce the impact on more sensitive locations.</p>
Delivery issues	<p>There is a need for significant investment in infrastructure to ensure the sustainability of new development and to contribute to the wider New City Objective. The value of the release of Green Belt land is considered likely to make a significant contribution to deliver the infrastructure to support growth without compromising development viability. The range and number of sites submitted appear to have the capacity to deliver growth requirements.</p> <p>In addition to the growth adjacent the main urban area, there are multiple realistic development site options to deliver incremental growth in the outlying settlements. In general, the uplift in land value from potential development sites adjacent to the outlying settlements is considered to have the ability to deliver the level of infrastructure required to support incremental growth.</p> <p>This option provides the opportunity for longer term sustainability of local</p>

	<p>services and local businesses. It also provides the ability to deliver a number of smaller sites in the early part of the plan period, which would make a positive contribution to the Plan's future housing trajectory.</p>
<p>Environmental constraints & prudent use of resources</p>	<p>In addition to the constraints relating to development adjacent to the main urban area, there is no evidence to suggest that smaller sites contributing to incremental growth in the outlying settlements could not be brought forward.</p> <p>The majority of development being located adjacent to the main urban area still provides benefits in terms of promoting public transport and reducing the need to travel thereby contributing to air quality objectives. Similarly there are opportunities to provide energy efficient development schemes which would contribute positively to the reduction in climate change.</p>
<p>Comparison with Plan objectives & overall assessment</p>	<p>This option has the potential to contribute positively to all plan objectives and would enable Warrington to meet its development needs whilst directly contributing to the delivery of Warrington New City. Depending on the specific locations for development, it could provide a sustainable, viable and deliverable option for meeting Warrington's development needs and provides the opportunity to maintain the permanence of the Green Belt at a strategic level through managed green belt release.</p> <p>In addition, incremental growth in the outlying settlements could contribute to longer term sustainability of local services and local business, promote local housing choice and deliver a number of smaller sites in the early part of the plan period.</p>

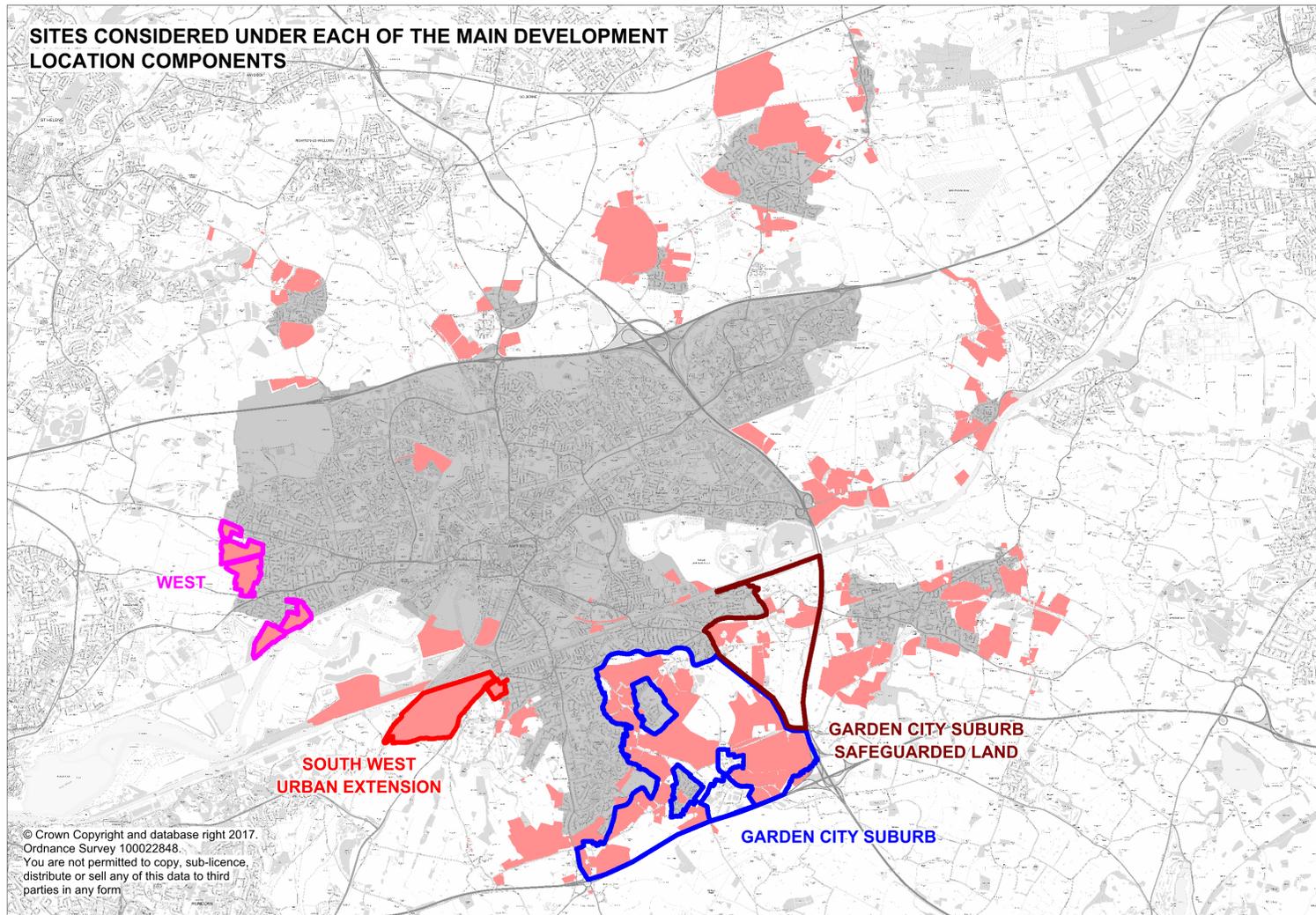
(3) Growth accommodated adjacent to main urban area complemented by a sustainable extension to one or more settlements and incremental growth to remaining settlements

Overview	Green Belt release for new housing on sites adjacent to main urban area comprising one of more urban extensions and / or a dispersed pattern of Green Belt release - complemented by Green Belt release to enable a sustainable extension to one or more settlement(s) and incremental growth to remaining outlying settlements, within the capacity of their existing infrastructure and existing character.
Contribution to New City Concept	This option would reduce the proportion of development adjacent to the main urban area and therefore would not make as significant contribution to the New City concept as the other two options.
Green Belt implications	<p>A sustainable settlement extension(s) could impact on the strategic importance of the Green Belt between the main urban area of Warrington and the settlement(s) being extended, depending on the settlement(s) and the location of development.</p> <p>At a local level, this option will require sites making a poor, medium and potentially strong contribution to the Green Belt to be developed. Whilst pressure to release stronger performing parcels adjacent to the main urban area will be reduced, this will be offset by increased pressure to release stronger performing parcels as part of a settlement extension(s).</p> <p>Depending on the specific location of development there is the opportunity to provide robust permanent Green Belt boundaries capable of enduring beyond the plan period.</p>
Supporting Role of Town Centre	The development of a settlement extension would result in a greater proportion of development being geographically more distant from the town centre and therefore less easily accessible to the town centre. This option would therefore not contribute as positively to this objective as Options 1 and 2.
Primary school implications	A settlement extension may require the delivery of a new primary school if an extension was to be provided in Lymm, Culcheth or Croft or the extension of an existing primary school onto a development site in Burtonwood. The number of new primary schools required to support growth adjacent to the main urban area will be lower, in line with the lower level of development being located adjacent to the main urban area under this option.
Secondary school implications	None of the settlement extensions would be of sufficient size to deliver a new secondary school. The provision of a settlement extension would therefore place additional pressure on existing secondary schools serving the outlying settlements, over and above that for the incremental growth option. Reducing the level of development adjacent to the main urban area might also comprise the ability for new development to provide an additional secondary school adjacent to the main urban area.
Health facility implications	A settlement extension is likely to require the delivery of a new health centre. New health facilities will still be required to support growth adjacent to the main urban area.
Local Road Network	Spreading the potential development sites around Warrington could serve to reduce the case for the essential highway infrastructure necessary to accommodate the growth in travel demand, for example in south east Warrington. The exact nature of the local highways improvements required

	would depend on the settlement being extended and the scale and location of the specific sites brought forward.
Strategic Road Network	As for Spatial Options (1) and (2), significant upgrades will be required to several motorway junctions adjacent to Warrington depending on the specific location of development and may support the case for expansion of the Highways England Smart Motorways programme around the Warrington Area.
Public Transport	The less development that is allocated for the main urban area, then the less viable future bus services would be. Rail use would also be less attractive in the surrounding villages whatever the magnitude of development due to their remoteness to rail stations.
Active Travel	As for public transport, active travel journeys are sensitive to distance. It follows that a reduction in development adjacent to the main urban area and an increase in development in the settlements – whether as a significant extension or incrementally – would lessen the attractiveness of active travel as a viable mode to work, school or leisure. A larger settlement extension may enable some increase in active travel options for local trips such as for schools and local shops. Any increase in travel demand towards Warrington from the outlying settlements, in particular to access employment and retail opportunities, would necessitate the consideration of new direct, attractive and segregated routes to cater for walking and cycling journeys. The design and layout of any new development should ensure that internal active travel opportunities are not compromised.
Open Space, Sport and Recreation	In addition to the growth outlined above to support development in the main urban area and incremental development in the outlying settlements, a sustainable settlement extension(s) would require provision of new open space, sports pitches and improvements to existing leisure facilities.
Character implications	A sustainable settlement extension(s) could potentially impact on the character of the respective settlement(s). A reduction in the proportion of growth allocated to the main urban area could help reduce the impact on sensitive locations
Delivery issues	There are realistic development site options to deliver a settlement extension. The uplift in land value from potential development sites is likely to make a significant contribution to the delivery of the level of infrastructure required to support a settlement extension(s). This option would however dilute development adjacent to the main urban area therefore would contribute less to delivering strategic 'New City' infrastructure.
Environmental considerations & prudent use of resources	<p>At this stage, there is no evidence to suggest that the available sites contributing to this option could not be brought forward, with the exception of a number of development sites to the east of the urban area which have constraints with regards to peat resources, Grade 2 agricultural land and risk of flooding. There are a number of environmental assets in the outlying settlements - including Local Wildlife Sites, protected trees, and mineral resources – and it would need to be demonstrated that these assets could be protected.</p> <p>Settlement extensions may not perform as well against air quality objectives due to their geographical location increasing the need to travel and being harder to serve by public transport. This could in turn also impact negatively on the reduction in climate change. A settlement extension could in principle support a decentralised energy network although it may not provide a sufficiently diverse mix of uses to establish the required base load.</p>

<p>Comparison with Plan objectives and overall assessment</p>	<p>Although a settlement extension in itself could provide a sustainable form of development in principle, the option as a whole does not perform as well against the objectives of the Plan as the other 2 options.</p> <p>It could have detrimental impacts on Green Belt, the character of settlements and may result in secondary school capacity issues. It would also result in less development being focussed on the main urban area and therefore could reduce the ability of the Council to deliver strategic infrastructure and therefore dilute the Council's New City aspirations.</p>
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Appendix 2 – Sites considered under each of the 'Main Development Location' components



Appendix 3 - Location options adjacent to Warrington main urban area

Option 1- A Garden City Suburb to the south east of the Warrington main urban area of approx. 8,000 homes.

Overview	A Garden City Suburb to the south east of Warrington of approximately 8,000 homes – up to 5 new primary schools, a new secondary school, district centre, up to 4 local centres, health facility, leisure centre, sports pitches and country park.
Contribution to New City Concept	This option has the potential to significantly contribute to the New City concept through the scale of development proposed and the associated delivery of strategic and local infrastructure. These benefits are further increased when combined with the potential employment site at the junction of the M6/M62.
Green Belt implications	<p>There is the opportunity to accommodate development within the General Areas identified as poor or moderate. At a Strategic Level this provides the opportunity to maintain the integrity of Warrington’s Green Belt.</p> <p>At a local level this option will require individual parcels making a poor, medium and strong contribution to the Green Belt to be developed.</p> <p>There is the opportunity to provide robust permanent Green Belt boundaries based on the motorways and A Roads which are capable of enduring beyond the plan period.</p>
Supporting Role of Town Centre	This option could positively contribute to enhancing Warrington Town Centre through the scale of development proposed in relative proximity to the town centre and the economic benefits this could bring. The infrastructure associated with this scale of urban extension could enhance the accessibility of Warrington Town Centre for existing as well as new residents.
Primary school implications	Up to 5 new primary schools would be required to support this option.
Secondary school implications	A new Secondary school will be required to support this option. Development of this scale is likely to be in excess of that which can be accommodated by a single secondary school. When considered with the additional secondary capacity planned to be provided as part of the Waterfront Development there still may be pressure on other secondary schools in south Warrington which have capacity constraints, given the distance to the Waterfront.
Health facility implications	A new health facility will be required to support this option.
Local Road Network	A significant upgrade in local highways will be required, including the delivery of new distributor roads, prior to any additional residential development over and above the non-green belt sites in south east Warrington. The Western Link should provide benefits to this area but in order to deliver this scale of development it is likely that an additional vehicular crossing would be required over the Manchester Ship canal. More detailed transport work will be required to understand the implications of a development of this scale in a single location. Similarly, further improvements to the local road network will be required if the employment site at the junction of the M6 and M56 is considered as part of this option.
Strategic Road Network	Significant upgrades will be required to the motorway junctions serving south Warrington to support this level of growth, particularly when the proposed

	<p>employment site at the junction of the M6 and M56 is considered with a Garden City suburb of this scale. Locations most likely to require improvements include J20 of the M6 and the Croft Interchange. Such levels of growth may also contribute to the case for further expansion of the Highways England Smart Motorways programme around the Warrington Area.</p>
Public Transport	<p>Focussing this level of development in south east Warrington will allow bus operators to expand their existing bus network across south Warrington and the wider town to meet new markets. The layout of new developments should be designed around the bus to ensure that new services are viable and are attractive to potential users. This provides the potential to improve public transport options into the town centre and will also benefit rail users as the main inter-regional rail stations are located within the urban core.</p>
Active Travel	<p>This option would ensure that active travel is a viable proposition for the new residents in these areas. However there would need to be the establishment of direct, attractive and segregated routes within the new sites and strategic connections from the rest of Warrington to the sites, to cater for the growth in walking and cycling journeys. The internal design and layout of any development should ensure that such active travel opportunities are maximised.</p>
Open Space, Sport and Recreation	<p>The urban extension in the south east will be required to provide a new leisure centre, sports pitches and country park as well as local open space provision.</p>
Character implications	<p>This scale of growth has the potential to have a positive impact on the character of the town as a whole with the delivery of strategic infrastructure unlocking major brown field development sites and addressing existing issues of congestion. The south east of the Warrington urban area has already seen significant recent growth from New Town Status. Nevertheless, development of this scale would have a significant impact on the character of the area. In particular there may be impacts on the settlements of Appleton Thorn and Grappenhall Heys and the conservation areas in Grappenhall.</p>
Delivery issues	<p>There is a need for significant investment in infrastructure to ensure the sustainability of new development and to contribute to the wider New City Objective. The value of the release of Green Belt land is considered likely to make a significant contribution to deliver the infrastructure to support growth without compromising development viability. However, more detailed work would be required to understand the full infrastructure impacts and costs, particularly in respect of transport. In addition, a strategy which relies on the delivery of such a large proportion of the borough's housing need in one general location could pose a risk to implementation and overall delivery of the Local Plan.</p>
Environmental considerations & prudent use of resources	<p>The south east area contains Local Wildlife Sites, an area of ancient woodland and Grade 2 and 3 Agricultural Land. The design and location of any future development would need to be sensitively considered in respect of the Local Wildlife Sites and ancient woodland to protect these assets.</p> <p>Development of this scale in this location provides the opportunity to promote more sustainable transport options and reduces the need to travel. The scale and mix of development also provides the opportunity to promote energy efficient development schemes, including decentralised energy networks. These would help to contribute to air quality and climate change reduction objectives.</p>

Comparison with
Plan objectives &
overall assessment

Overall, this option has the potential to perform positively against the majority of plan objectives. It will contribute to the wider New City Concept, having the ability to provide infrastructure to support both the Garden City Suburb itself and the town as a whole. It provides the opportunity to maintain the permanence of the Green Belt at a strategic level through managed Green Belt release.

However a development of this scale in a single location raises concerns regarding deliverability. More detailed work will be required to understand detailed infrastructure implications, in particular in respect of transport. A development of this will scale will also have significant impacts on the character of this part of Warrington.

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

<p>Overview</p>	<p>A Garden City Suburb to the south east of Warrington of approximately 6,000 homes – up to 4 new primary schools, a secondary school, district centre, up to 3 local centres, health facility, leisure centre, sports pitches and country park; and</p> <p>An urban extension to the south west of Warrington of approximately 2,000 homes – to include a new primary school, local centre, satellite health facility and a local park.</p>
<p>Contribution to New City Concept</p>	<p>Both components have the potential to make significant positive contributions to this concept due to their geographical location, scale of development proposed and the associated delivery of strategic and local infrastructure. These benefits provided by the Garden City suburb are further increased when combined with the potential employment site at the junction of the M6/M62. The benefits provided by the south western urban extension are likely to increase if the Western Link passes through the area, providing improved access into the Waterfront Development area and the town centre.</p>
<p>Green Belt implications</p>	<p>There is the opportunity to accommodate development within the General Areas identified as poor or moderate. At a Strategic Level this provides the opportunity to maintain the integrity of Warrington’s Green Belt.</p> <p>At a local level this option will require individual parcels making a poor, medium and strong contribution to the Green Belt to be developed. Reducing the size of the Garden City suburb may reduce the need to release as many individual parcels making a strong contribution to the Green Belt compared to Option 1.</p> <p>There is the opportunity to provide robust permanent Green Belt boundaries based on the motorways and A Roads which are capable of enduring beyond the plan period.</p>
<p>Supporting Role of Town Centre</p>	<p>This option could positively contribute to enhancing Warrington Town Centre through the scale of development proposed in relative proximity to the town centre and the economic benefits this could bring. The infrastructure associated with option could enhance the accessibility of Warrington Town Centre for existing as well as new residents. Accessibility for the south west urban extension will improve if the Western Link passes through the area.</p>
<p>Primary school implications</p>	<p>Up to 4 new primary schools would be required to support this option in the Garden City Suburb.</p> <p>One new primary school would be required to support this option in the south west extension.</p>
<p>Secondary school implications</p>	<p>A new secondary school will be required to support this option. This will be provided within the Garden City suburb. When considered with the additional secondary capacity planned to be provided as part of the Waterfront Development then the additional demand generated by the south west extension should be able to be accommodated given the area’s relative proximity to the Waterfront and the Garden City suburb.</p>
<p>Health facility implications</p>	<p>A new health facility will be required to support this option in the Garden City suburb.</p>

	<p>A new satellite health facility would be required as part of the local centre in the south west extension. The size of the extension is not sufficient to support an entire new GP practice. However, the existing practices in south Warrington have limited additional capacity. A satellite facility would therefore provide additional capacity for an existing practice.</p>
Local Road Network	<p>A significant upgrade in local highways will be required, including the delivery of new distributor roads, prior to any additional residential development over and above the non-green belt sites in south east Warrington. The Western Link will provide benefits to this area but in order to deliver this scale of development an additional vehicular crossing may be required over the Manchester Ship canal. Similarly, further improvements to the local road network will be required if the employment site at the junction of the M6 and M56 is considered as part of this option.</p> <p>A more detailed assessment of highway capacity will be required to confirm the impacts of the south west urban extension. If the Western Link passes through the area then this site will be more easily connected to the wider transport network. If the Western Link does not pass through the area then this will require a greater understanding of the traffic improvements required to facilitate the development of the site. In either case, it is likely that significant highways works will need to be completed prior to any significant development taking place.</p>
Strategic Road Network	<p>Significant upgrades will be required to the motorway junctions serving south Warrington to support this level of growth, particularly when the proposed employment site at the junction of the M6 and M56 is considered with the Garden City suburb. Locations most likely to require improvements include J20 of the M6 and the Croft Interchange. Such levels of growth may also contribute to the case for further expansion of the Highways England Smart Motorways programme around the Warrington Area.</p>
Public Transport	<p>Focussing this level of development in south Warrington will allow bus operators to expand their existing bus network across south Warrington and the wider town to meet new markets. The layout of new developments should be designed around the bus to ensure that new services are viable and are attractive to potential users. This provides the potential to improve public transport options into the town centre and will also benefit rail users as the main inter-regional rail stations are located within the urban core.</p>
Active Travel	<p>This option would ensure that active travel is a viable proposition for the new residents in these areas. However there would need to be the establishment of direct, attractive and segregated routes within the new sites and strategic connections from the rest of Warrington to the sites, to cater for the growth in walking and cycling journeys. The internal design and layout of any development should ensure that such active travel opportunities are maximised.</p>
Open Space, Sport and Recreation	<p>The Garden City Suburb in the south east will be required to provide a new leisure centre, sports pitches and country park along with a local park in the south west urban extension.</p>
Character implications	<p>This scale of growth has the potential to have a positive impact on the character of the town as a whole with the delivery of strategic infrastructure unlocking major brown field development sites and addressing existing issues of congestion.</p>

	<p>The south east of the Warrington urban area has already seen significant recent growth from New Town Status. Nevertheless, development of this scale would have a significant impact on the character of the area - in particular on the settlements of Appleton Thorn and Grappenhall Heys and the conservation areas in Grappenhall - although the lower level of development proposed for south east Warrington under this option may enable greater mitigation than in Option 1.</p> <p>The area to the south of the south west urban extension is a conservation area, whilst the area also borders the Manchester Ship Canal and the Bridgewater canal. Development in this location will therefore need to ensure it does not have a detrimental impact on these heritage and environmental assets.</p>
Delivery issues	<p>There is a need for significant investment in infrastructure to ensure the sustainability of new development and to contribute to the wider New City Objective. The value of the release of Green Belt land is considered likely to make a significant contribution to deliver the infrastructure to support growth without compromising development viability. However, more detailed work would be required to understand the full infrastructure impacts and costs, particularly in respect of transport.</p> <p>In providing a second development location, the South West extension provides benefits in terms of broadening the supply base of new homes. It should be noted that there is an HSE COMAH zone which covers the north eastern part of the area which will reduce residential capacity. If the western link passes through the area, this will further reduce residential capacity.</p>
Environmental considerations & prudent use of resources	<p>The south east area contains Local Wildlife Sites, an area of ancient woodland and Grade 2 and 3 Agricultural Land. The design and location of any future development would need to be sensitively considered in respect of the Local Wildlife Sites and ancient woodland to protect these assets.</p> <p>The South Western extension needs to ensure the environmental assets of the Ship Canal and Bridgewater canal are not compromised and a small part of the area is within Flood Zone 3.</p> <p>Development of this scale in this location provides the opportunity to promote more sustainable transport options and reduces the need to travel. The scale and mix of development also provides the opportunity to promote energy efficient development schemes, including decentralised energy networks. These would help to contribute to air quality and climate change reduction objectives.</p>
Comparison with Plan objectives & overall assessment	<p>Overall, this option has the potential to perform positively against the majority of plan objectives. It will contribute to the wider New City Concept, having the ability to provide infrastructure to support the Garden City Suburb and South West Extensions themselves and the town as a whole. It provides the opportunity to maintain the permanence of the Green Belt at a strategic level through managed Green Belt release.</p> <p>The scale of the Garden City suburb in this option is of a sufficient magnitude to be able to deliver necessary infrastructure but provides more scope to</p>

address transport and character concerns raised under Option 1. More detailed work will still be required to understand infrastructure and character impacts as this option still presents a significant urban extension.

In providing a second development location, the South West extension provides benefits in terms of broadening the supply base of new homes, although it could impact on the character of the wider area. The site is capable of providing local infrastructure to support the development, but more detailed work will be required in terms of assessing transport implications. The benefits provided by the South West Extension are likely to be greater if the Western Link option passes through the site, providing access into the Waterfront Development Area.

Option 3- A Garden City Suburb of approx. 6,000 homes & an urban extension to the west of Warrington of approx. 2,500 homes.

Overview	<p>A Garden City Suburb to the south east of Warrington of approximately 6,000 homes – up to 4 new primary schools, new secondary school, district centre, up to 3 local centres, health facility, leisure centre, sports pitches and country park;</p> <p>An urban extension to the west of Warrington of up to 2,500 homes – to include a new primary school and satellite health facility.</p>
Contribution to New City Concept	<p>The Garden City suburb extension has the potential to contribute positively to this concept as described in Option 2 above.</p> <p>The Western Extension will provide benefits of increasing the residential population within the main urban area, but given that the sites available in the west are split over two areas, the ability to deliver the associated strategic and local infrastructure needed to support the development itself and contribute to the wider New City concept is more uncertain.</p>
Green Belt implications	<p>The Green Belt implications of the Garden City suburb are the same as in Option 2.</p> <p>The western extension is located in a General Area making a strong contribution to the Green Belt. This level of growth in the west is therefore likely to impact on the strategic importance of the Green Belt between the main urban area of Warrington and Widnes. At a local level it will also require parcels making predominantly a strong or moderate contribution to the Green Belt to be developed. The resultant Green Belt boundaries will not be as durable as those resulting from the Garden City and South West components which can be defined by motorways or A Roads.</p>
Supporting Role of Town Centre	<p>This option could positively contribute to enhancing Warrington Town Centre through the scale of development proposed in relative proximity to the town centre and the economic benefits this could bring. The infrastructure associated with the Garden City Suburb component under this option could enhance the accessibility of Warrington Town Centre for existing as well as new residents.</p>
Primary school implications	<p>Up to 4 new primary schools would be required to support this option in the Garden City Suburb.</p> <p>One new primary would be required to support this option in the western extension.</p>
Secondary school implications	<p>A new secondary school will be required as part of the Garden City Suburb to support this option.</p> <p>The western extension is likely to exacerbate pressure on secondary schools in the west of the Borough. There are limited options to provide additional capacity in this part of the borough - including within the western extension itself - and the likely location of new secondary school capacity at the Waterfront and as part of the Garden City suburb under this option is some distance from the western extension.</p>
Health facility implications	<p>A new health facility will be required to support this option in the Garden City suburb.</p>

	<p>A new satellite health facility would be required as part of the western extension. The size of the extension is not sufficient to support an entire new GP practice. However, the existing practices in west Warrington have limited additional capacity. A satellite facility would therefore provide additional capacity for an existing practice.</p>
Local Road Network	<p>The impacts of the Garden City suburb component will be the same as for option 2.</p> <p>As the western sites are geographically separated, it would be necessary to understand the cumulative impacts of these sites on the adjoining network. Improvements to existing junctions as well as new sections of highway infrastructure may be required for the scale of development proposed.</p>
Strategic Road Network	<p>Significant upgrades will be required to the motorway junctions serving south Warrington to support this level of growth, particularly when the proposed employment site at the junction of the M6 and M56 is considered with the Garden City suburb. Locations most likely to require improvements include J20 of the M6 and the Croft Interchange. Such levels of growth may also contribute to the case for further expansion of the Highways England Smart Motorways programme around the Warrington Area.</p> <p>The western extension may marginally offset the impact on the M6 / M56 relative to options 1 and 2 given its geographic distance, but it may increase pressure on Junction 8 of the M62 which has not been designed to accommodate this additional growth.</p>
Public Transport	<p>Focussing development within and adjacent to the main Warrington urban area allows bus operators to expand their existing bus network across the town to meet new markets. This also favours rail users as the main inter-regional rail stations are located within the urban core. However, it may be more difficult to secure such improvements to public transport routes through development sites which are split in the west area. In general, the layout of new developments should be designed around the bus to ensure that new services are viable and are attractive to potential users.</p>
Active Travel	<p>Any development option which is focussed within and adjacent to the main Warrington urban area would ensure that active travel is a viable proposition for the new residents in these areas. However there would need to be the establishment of direct, attractive and segregated routes within the new sites and strategic connections to them, to cater for the growth in walking and cycling journeys. The internal design and layout of any development should ensure that such active travel opportunities are maximised.</p>
Open Space, Sport and Recreation	<p>The Garden City Suburb in the south east will be required to provide a new leisure centre, sports pitches and country park due to the scale of development in this single location.</p> <p>An urban extension in the west would place additional demands on existing open space provision and would require the provision of a local park as well as localised open space and play space provision.</p>
Character implications	<p>The impact of the Garden City component is the same as assessed under Option 2.</p> <p>An urban extension in the west could provide additional development</p>

	<p>adjacent to an area which has already experienced a high level of development and will continue to do so through sites identified in the SHLAA. There could however be an impact on the historic environment through the change of use in land on areas that are identified as demonstrating ancient field patterns.</p>
Delivery issues	<p>There is a need for significant investment in infrastructure to ensure the sustainability of new development and to contribute to the wider New City Objective. The value of the release of Green Belt land is considered likely to make a significant contribution to deliver the infrastructure to support growth without compromising development viability. However, more detailed work would be required to understand the full infrastructure impacts and costs, particularly in respect of transport.</p> <p>In providing a second development location, the Western extension provides benefits in terms of broadening the supply base of new homes. However, given the western extension would be provided over a number of individual sites, there are concerns regarding deliverability, in particular the ability to plan for comprehensive development and provide the required primary school and satellite health facility.</p>
Environmental considerations & prudent use of resources	<p>The environmental impacts from the Garden City suburb are the same as those assessed under Option 2.</p> <p>A small part of the western extension area is within Flood Zone 3.</p>
Comparison with Plan objectives & overall assessment	<p>The Garden City component of this option is the same as Option 2. It therefore provides the same positive benefits to meeting Plan Objectives, although more detailed work will be required to understand infrastructure and character impacts as this component represents a significant urban extension.</p> <p>The Western extension provides the benefit of broadening the supply base of new homes. It does however have significant impacts on the strategic and local importance of the Green Belt. Given the extension would be provided over a number of individual sites, there are concerns regarding deliverability, in particular the ability to plan for comprehensive development and provide the required primary school and satellite health facility. This scale of development is also likely to exacerbate pressure on secondary schools in the west of the Borough. There are limited options to provide additional capacity in this part of the borough and the likely location of new secondary school capacity is some distance from the western extension.</p>

Option 4- A Garden City Suburb of approx. 4,000 homes & an urban extension to the south west of Warrington of up to 2,000 homes & urban extension to west of Warrington of up to 2,500 homes

<p>Overview</p>	<p>A Garden City Suburb to the south east of Warrington of approximately 4,000 homes – providing a new Secondary school, up to 3 new primary schools, district centre, up to 2 local centres, health facility, leisure centre, sports pitches and country park;</p> <p>An urban extension to the south west of Warrington of up to 2,000 homes south of the ship canal – to include a new primary school, local centre, satellite health facility and a local park; and</p> <p>An urban extension to the west of Warrington of up to 2,500 homes – to include a new primary school and satellite health facility.</p>
<p>Contribution to New City Concept</p>	<p>All components have the potential to make a positive contribution to this concept due to their geographical location, scale of development proposed and the associated delivery of strategic and local infrastructure.</p> <p>As noted in Option 2, the contribution of the South West extension is likely to increase if the Western Link passes through the area. As noted in Option 3, given that the sites available as part of the Western extension are split over two areas, the ability to deliver the associated strategic and local infrastructure to contribute to the wider New City concept is more uncertain.</p> <p>In this option the Garden City suburb is smaller. It would therefore be necessary to demonstrate that this level of development could provide the required level of contribution to ensure the delivery of the strategic and local infrastructure needed to support the development itself and contribute to the wider New City concept</p>
<p>Green Belt implications</p>	<p>The Green Belt implications of the South Western and Western components are the same as assessed for Options 2 and 3 respectively. As with Option 3 this option will therefore result in a significant impact on the strategic and local operation of the Green Belt in the west of the borough.</p> <p>A smaller Garden City suburb would mean that at a local level, there may be a reduction in the number of parcels making a strong contribution to the Green Belt being released. However, it may also result in less robust long term boundaries if Green Belt release no longer extends to motorways and / or A roads.</p>
<p>Supporting Role of Town Centre</p>	<p>This option could positively contribute to enhancing Warrington Town Centre through the scale of development proposed in relative proximity to the town centre and the economic benefits this could bring. As with options 1 to 3, the infrastructure associated with the Garden City Suburb component under this option could enhance the accessibility of Warrington Town Centre for existing as well as new residents, subject to demonstrating this infrastructure can be delivered with a smaller Garden City suburb.</p>
<p>Primary school implications</p>	<p>Up to 3 new primary schools would be required to support this option in the Garden City Suburb.</p> <p>One new primary school would be required to support this option in the south west extension.</p>

	One new primary would be required to support this option in the west extension
Secondary school implications	A new Secondary school will be required to support this option. The Garden City suburb remains the only location of sufficient size to accommodate a secondary school. Whilst the south western extension would be sufficiently close to new capacity, the western extension is likely to exacerbate pressure on secondary schools in the west of the Borough. There are limited options to provide additional capacity in this part of the borough and the likely location of new secondary school capacity at the Waterfront and as part of the Garden City suburb under this option is some distance from the western extension.
Health facility implications	A new health facility will be required in the Garden City suburb with satellite facilities in the south western and western extensions.
Local Road Network	<p>The impact on the local road network from the south western and western extensions is the same as assessed under options 2 and 3 respectively.</p> <p>Despite the reduced size of the Garden City suburb, it will still require a significant upgrade in local highways, including the delivery of new distributor roads, prior to any additional residential development over and above the non-green belt sites in south east Warrington. The Western Link will provide benefits to this area but there is still the possibility that an additional vehicular crossing would be required over the Manchester Ship canal. Similarly, further improvements to the local road network will be required if the employment site at the junction of the M6 and M56 is considered as part of this option.</p>
Strategic Road Network	<p>Significant upgrades will be required to the motorway junctions serving south Warrington to support this level of growth, particularly when the proposed employment site at the junction of the M6 and M56 is considered with the Garden City suburb. Locations most likely to require improvements include J20 of the M6 and the Croft Interchange. Such levels of growth may also contribute to the case for further expansion of the Highways England Smart Motorways programme around the Warrington Area.</p> <p>The western extension may marginally offset the impact on the M6 / M56 relative to options 1 and 2 given its geographic distance, but it may increase pressure on Junction 8 of the M62 which has not been designed to accommodate this additional growth.</p>
Public Transport	Focussing development within and adjacent to the main Warrington urban area allows bus operators to expand their existing bus network across the town to meet new markets. This also favours rail users as the main inter-regional rail stations are located within the urban core. However, it may be more difficult to secure such improvements to public transport routes through development sites which are split in the west area. In general, the layout of new developments should be designed around the bus to ensure that new services are viable and are attractive to potential users.
Active Travel	Any development option which is focussed within and adjacent to the main Warrington urban area would ensure that active travel is a viable proposition for the new residents in these areas. However there would need to be the establishment of direct, attractive and segregated routes within the new sites and strategic connections to them, to cater for the growth in walking and cycling journeys. The internal design and layout of any development should ensure that such active travel opportunities are not compromised.

Open Space, Sport and Recreation	The Garden City Suburb in the south east will be required to provide a new leisure centre, sports pitches and country park. The urban extensions to the south west and west will both require a new local park.
Character implications	<p>The impacts from the south western and western extensions are the same as assessed under options 2 and 3 respectively.</p> <p>The smaller Garden City suburb under this option will still have a significant impact on the character of the area, although the lower level of development may enable further mitigation than would be possible under Option 2 and significantly more than under Option 1.</p>
Delivery issues	<p>There is a need for significant investment in infrastructure to ensure the sustainability of new development and to contribute to the wider New City Objective. The value of the release of Green Belt land is considered likely to make a significant contribution to deliver the infrastructure to support growth without compromising development viability.</p> <p>The smaller Garden City suburb will reduce the infrastructure requirements and in particular reduce the transport impact. This needs be considered against the ability to deliver new infrastructure. It would need to be demonstrated that this lower level of development could still provide a sufficient level of contribution to ensure the delivery of the new distributor roads, the new secondary school, the new primary schools and other necessary infrastructure. Similarly, there are also uncertainties regarding delivery of infrastructure in the western extension due to the sites being geographically separated. More detailed work would be therefore required to understand detailed infrastructure implications.</p> <p>In providing three development locations, this option provides further benefits in terms of broadening the supply base of new homes.</p>
Environmental considerations & prudent use of resources	<p>The impacts from the south western and western extensions are the same as assessed under options 2 and 3 respectively.</p> <p>The smaller Garden City suburb under this option may reduce localised environmental impacts but will still be of sufficient size to provide benefits such as decentralised energy network as well as providing the potential to promote public transport whilst reduce the overall need to travel.</p>
Comparison with Plan objectives & overall assessment	<p>This option provides the advantage of further broadening the supply base of new homes from three urban extensions. The assessment of the South West and West components will be the same for this Option as for Option 2 and Option 3 respectively.</p> <p>The smaller Garden City suburb in this option provides potential benefits in term of reducing the impact on the character of the wider south east Warrington area. It may also reduce localised Green Belt impacts in south east Warrington. This needs to be considered against the significant impact on the strategic and local operation of the Green Belt arising from the western extension.</p> <p>The smaller Garden City suburb will reduce the infrastructure requirements and in particular reduce the transport impact. This needs be considered against the ability to deliver new infrastructure and it would need to be</p>

	<p>demonstrated that this lower level of development could provide the new distributor roads, the new secondary school, the new primary schools and other necessary infrastructure. Similarly, there are also uncertainties regarding delivery of infrastructure in the western extension due to the sites being geographically separated. More detailed work would be therefore required to understand detailed infrastructure implications.</p>
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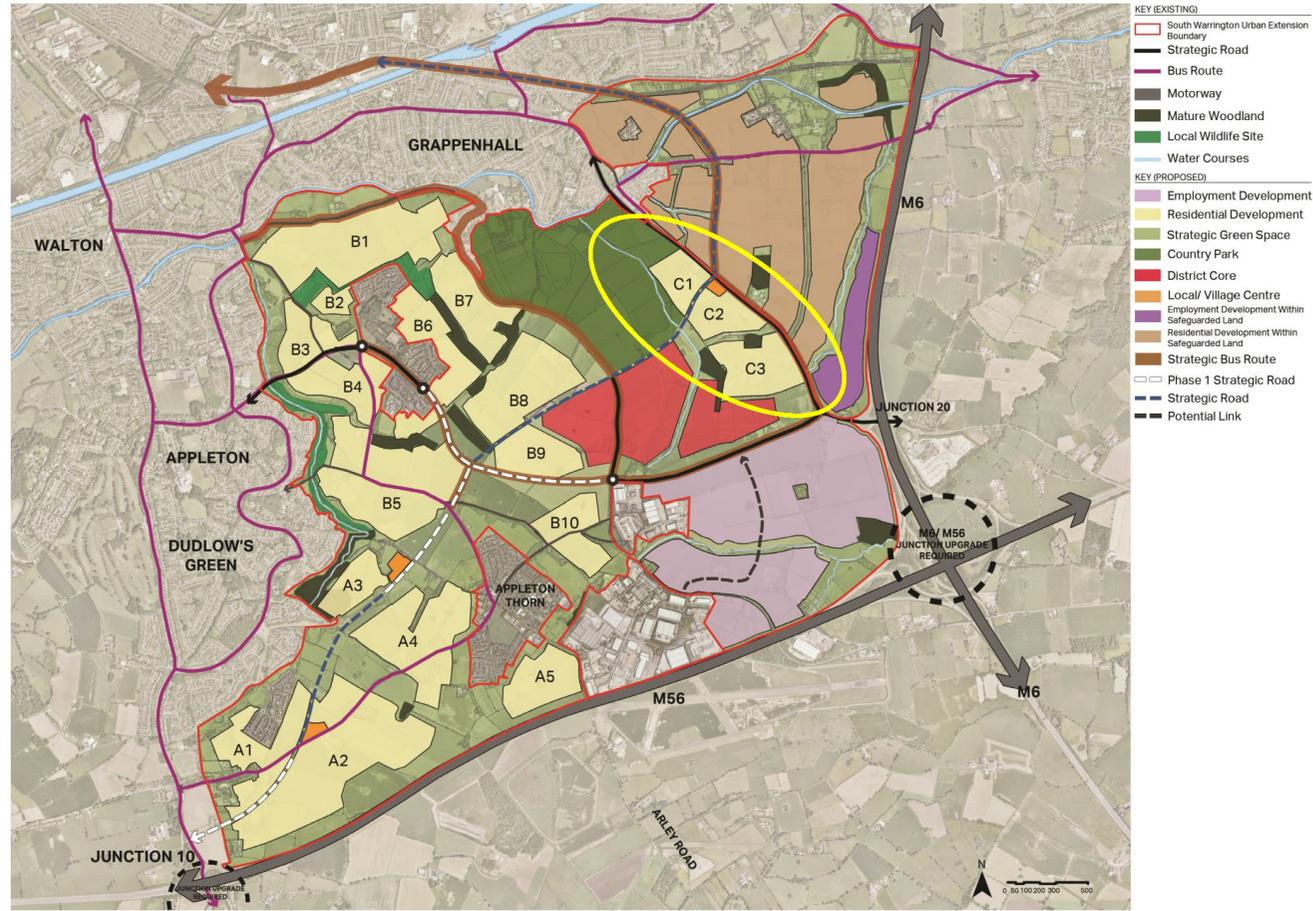
Option 5 - A more dispersed pattern of green belt release adjacent to the main urban area

Overview	A more dispersed pattern of green belt release adjacent to the main urban area – to include a new secondary school, up to 5 primary schools, health facility, leisure centre, sports pitches, country park and local parks.
Contribution to New City Concept	This option would be capable of delivering the borough’s growth aspirations in terms of capacity of available sites, but the more that development is dispersed, the less likely it is to deliver the strategic and local infrastructure needed to support the development itself and contribute to the wider New City concept.
Green Belt implications	<p>At a Strategic Level, this option will result in the release of Green Belt in General Areas making a poor, moderate and potentially strong contribution to the Green Belt. However, this option is less likely to result in such large concentrations of development in a single location and therefore the strategic impact on the Green Belt may be reduced.</p> <p>This option would enable greater prioritisation of sites making a poor or moderate contribution to the Green Belt to be released. This may therefore result in this option having the greatest potential to minimise the loss of individual parcels making a strong contribution to the Green Belt.</p> <p>The permanence of long term Green Belt boundaries created through this option will depend on location. Although this option provides the opportunity to prioritise release to create strong permanent boundaries, more dispersed release may not provide as permanent a boundary as an urban extension defined by an A Road, Motorway or Ship Canal / River Mersey.</p>
Supporting Role of Town Centre	This option could positively contribute to enhancing Warrington Town Centre through the scale of development proposed in relative proximity to the town centre and the economic benefits this could bring. However, the more dispersed development is under this option, the less likely it is to contribute to the delivery of strategic infrastructure which will improve access to the town centre and support its development.
Primary school implications	Up to 5 new primary schools would be required to support this option.
Secondary school implications	A new Secondary school would be required to support this option.
Health facility implications	New health facilities will be required to support this option, although whether they are to support a new practice or to provide a satellite facility for an existing practice will depend on location.
Local Road Network	Significant upgrade in local highways will be required, depending on the specific location of development, including the delivery of new distributor roads. To support Warrington’s overall growth, it is likely that additional vehicular crossings would be required over the Manchester Ship canal and River Mersey.
Strategic Road Network	The dispersed nature of the proposed green belt release suggests that most of the main motorway gateways into/out of Warrington would require some investment though the nature and scale of this would depend on the specific location of development. Such levels of growth may also contribute to the case for further expansion of the Highways England Smart Motorways programme around the Warrington Area.
Public Transport	Focussing development adjacent to the main Warrington urban area provides

	<p>an opportunity to significantly improve bus services across the town. Focussing development within and adjacent to the main Warrington urban area allows bus operators to expand their existing bus network across the town to meet new markets. The layout of new developments should be designed around the bus to ensure that new services are viable and are attractive to potential users. This spatial option would also favour rail users as the main inter-regional rail stations are located within the urban core.</p>
Active Travel	<p>Any development option which is focussed within and adjacent to the main Warrington urban area would help to ensure that active travel is a viable proposition for the new residents in these areas. However there would need to be the establishment of direct, attractive and segregated routes within the new sites and strategic connections to them, to cater for the growth in walking and cycling journeys. The internal design and layout of any development should ensure that such active travel opportunities are maximised.</p>
Open Space, Sport and Recreation	<p>New development will be required to provide new sports pitches, open space and a new leisure centre.</p>
Character implications	<p>Depending on the specific location of development the scale of growth could have a negative impact on the existing character of local areas, although the outer part of the Warrington urban area has already seen significant recent growth from New Town Status. The more dispersed development is the wider the geographic area that is impacted, , but the scale of impact in any one location may not be as significant.</p>
Delivery issues	<p>The dispersal option provides the potential for the widest supply base of new homes out of all of the options. The range and number of sites submitted appear to have the capacity to deliver growth requirements.</p> <p>The more dispersed development is however, the greater the concerns about the deliverability of the infrastructure required to support growth, including the delivery of new transport, education facilities, open space and recreational facilities. This is a particular issue for infrastructure with a large land requirement, such as the required new secondary school. There is therefore a significant risk that development will exacerbate existing congestion and infrastructure constraints in the main Warrington urban area.</p> <p>Given the location of sites, the scale of growth and the infrastructure constraints in the main urban area, for this option to be reasonable, it is likely that there would still need to be at least one larger concentration of sites which would effectively still result in an urban extension as part of this option, similar to the urban extension components considered in the options above.</p> <p>This would reduce the risks around infrastructure and increase the contribution to the new city concept. It would still however result in infrastructure pressures in other parts of the borough, particularly if development was dispersed in the south.</p>
Environmental considerations & prudent use of resources	<p>A number of development sites to the east of the urban area presents some constraints with regards to peat resources, Grade 2 agricultural land and risk of flooding. There are a range of environmental assets adjacent to the remainder of the urban area - including Local Wildlife Sites and ancient woodland, although there is scope in terms of available development land to</p>

	<p>ensure these assets are protected.</p> <p>Development adjacent to the main urban area would reduce the need to travel and promote public transport and thereby contribute to air quality and climate change reduction objectives. However the more dispersed the nature of development is, the more difficult to deliver decentralised energy networks.</p>
<p>Comparison with Plan objectives & overall assessment</p>	<p>This option is able to provide sufficient land to meet Warrington’s development needs in principle with the broadest supply base for new homes. However, the more dispersed development is the more poorly it performs against the overall plan objectives, in particular in its contribution to the delivery of the Warrington New City concept. A dispersed development form raises significant concerns about the deliverability of the infrastructure required to support growth, including the delivery of new transport, education facilities, open space and recreational facilities. There is a significant risk that development will exacerbate existing congestion and infrastructure constraints in the main Warrington urban area.</p> <p>Given the location of sites, the scale of growth and the infrastructure constraints in the main urban area, for this option to be reasonable, it is likely that there would still need to be at least one larger concentration of sites which would effectively still result in an urban extension as part of this option, similar to the urban extension components considered in the options above.</p> <p>This would reduce the risks around infrastructure and increase the contribution to the new city concept. It would still however result in infrastructure pressures in other parts of the borough, particularly if development is dispersed in the south.</p> <p>It does however provide the opportunity to maintain the permanence of the Green Belt at a strategic and local level through managed green belt release and provides the opportunity to minimise impact on character and environmental assets, depending on the specific locations for development.</p>

Appendix 4 – Garden City Suburb – variations of allocation / safeguarding with density





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