



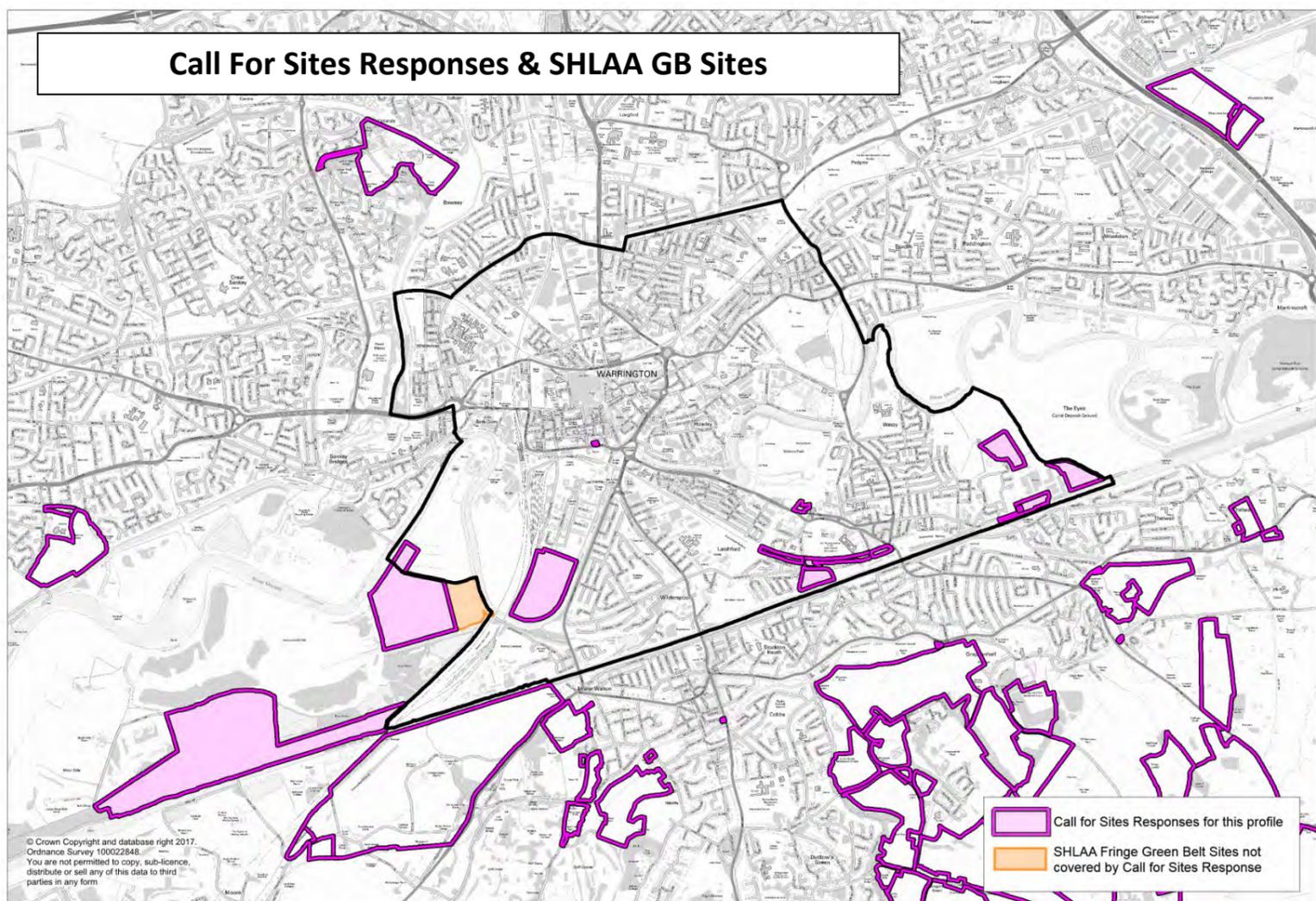
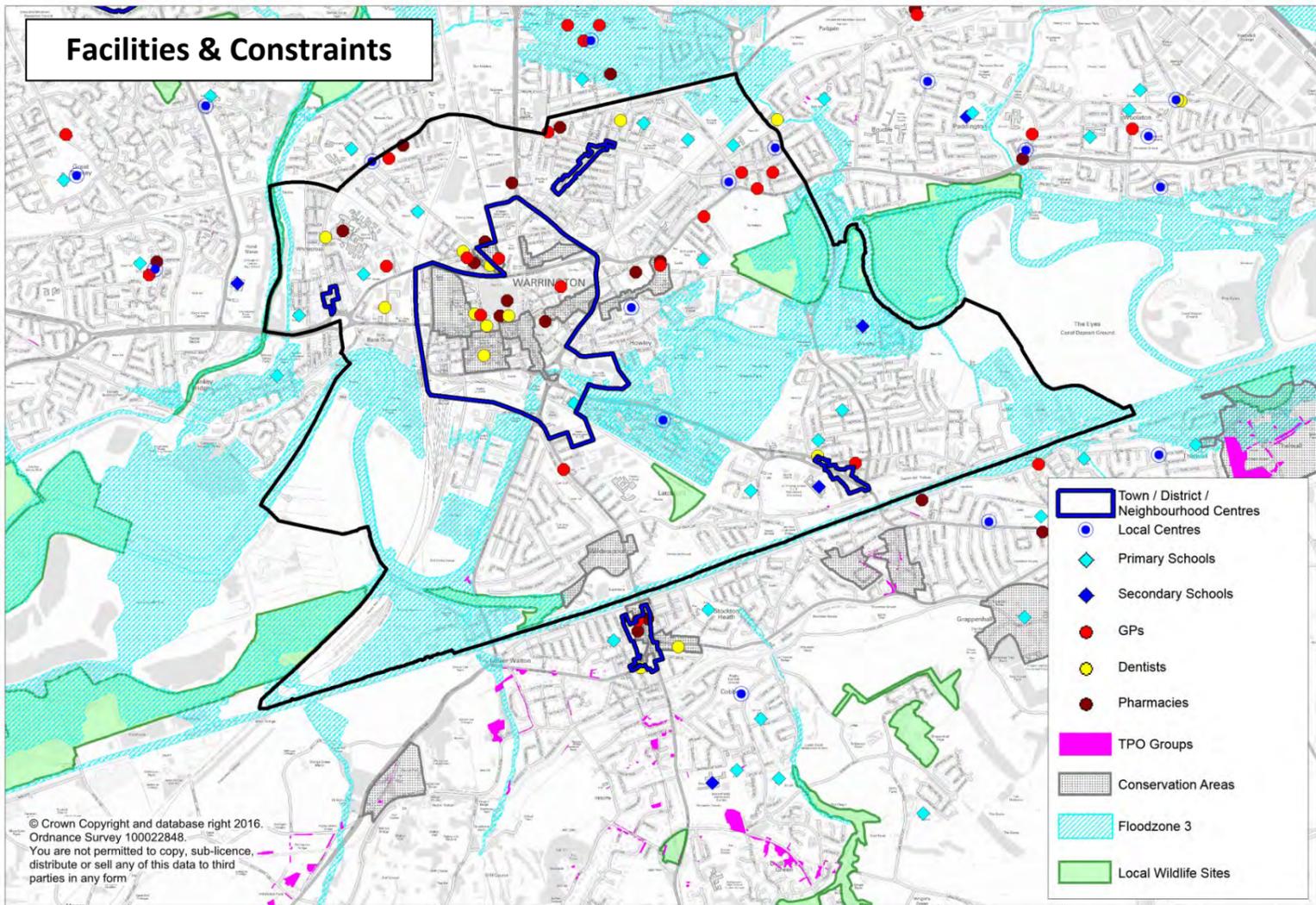
WARRINGTON
Borough Council

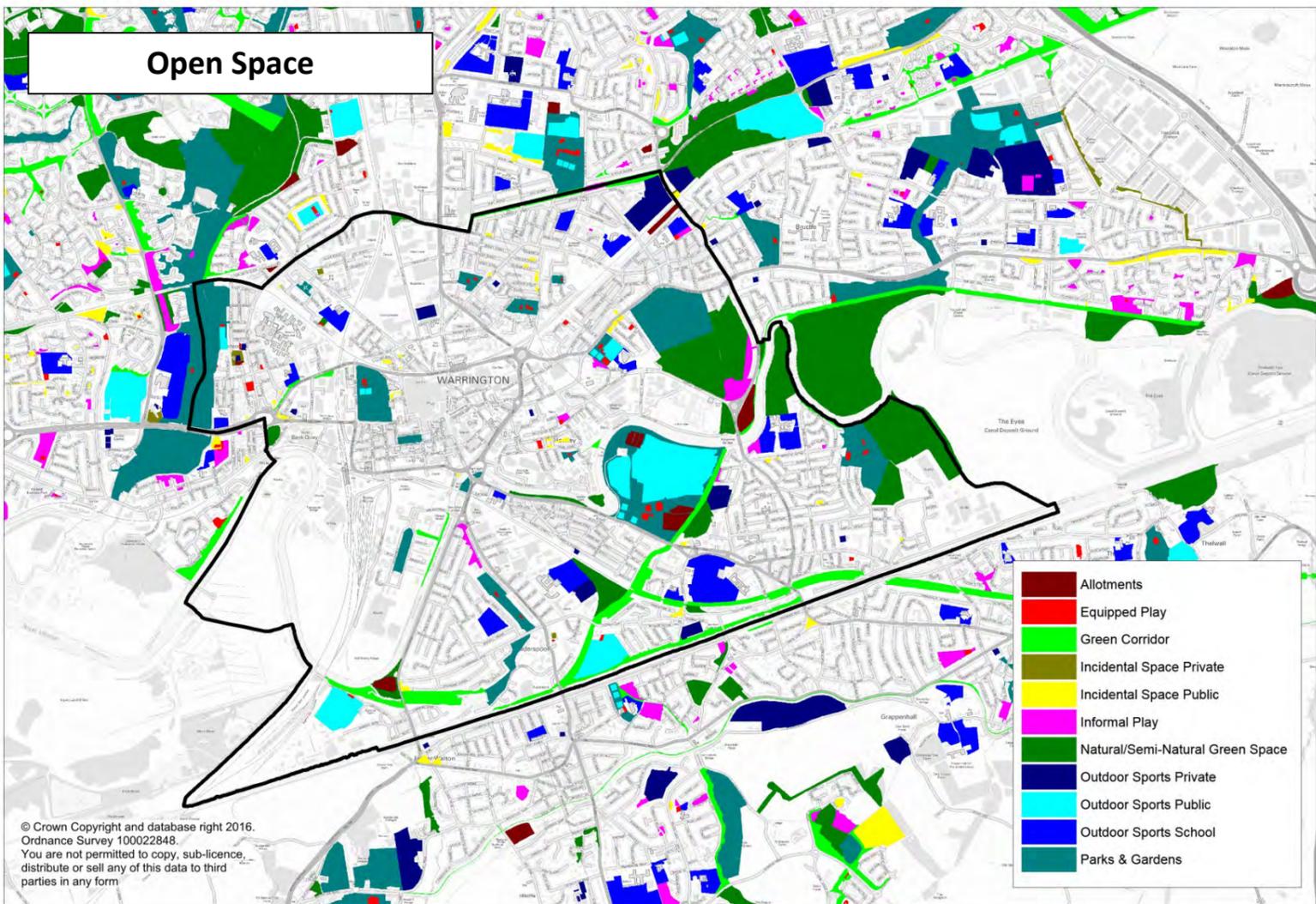
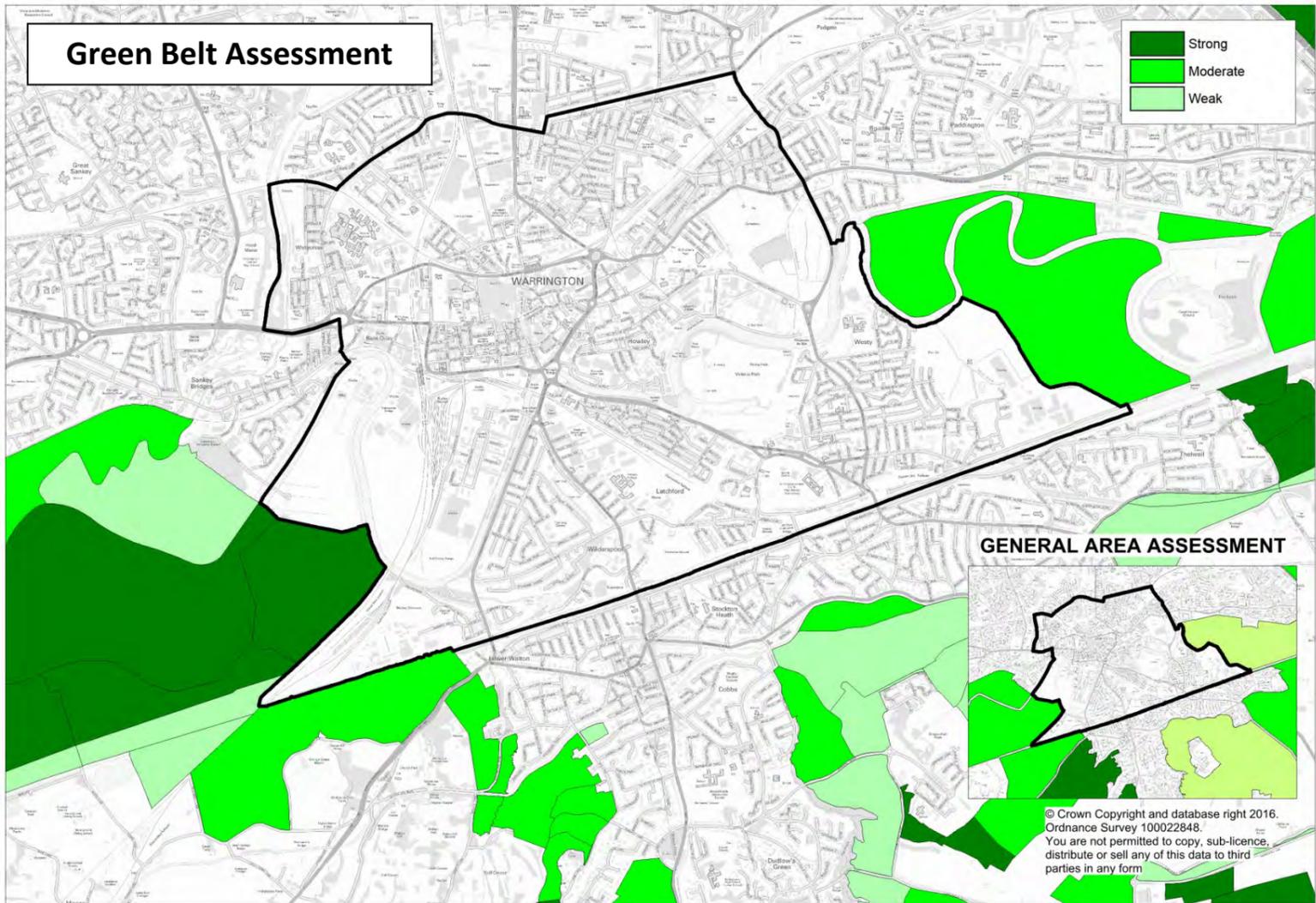
Warrington Borough Council Local Plan

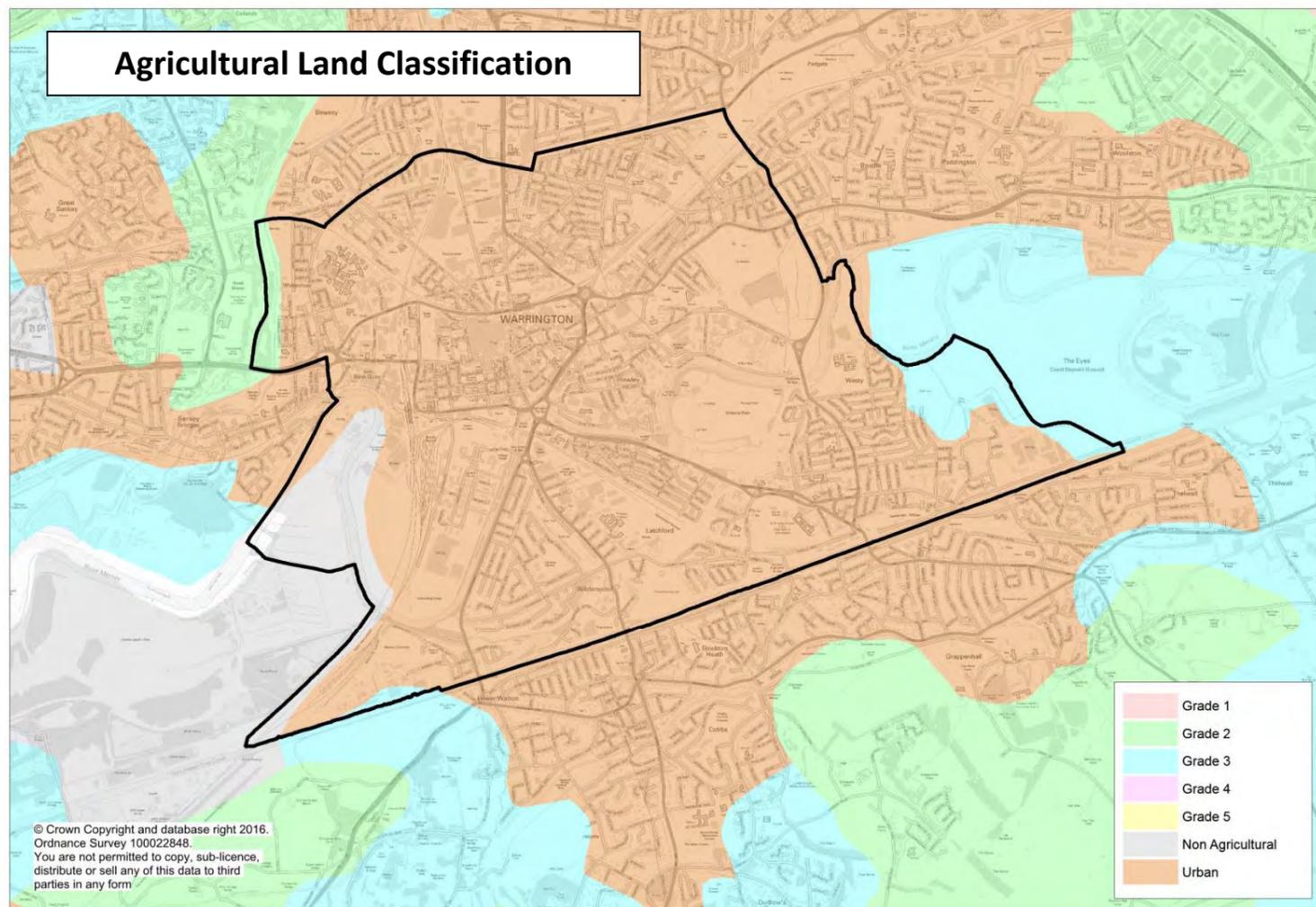
Settlement Profiles - Main Urban Area July 2017



Central Warrington Settlement Profile







Population	
C Warrington Residential Addresses (Jan 2017) -	19,622
C Warrington Estimated Pop (Jan 2017) –	19,622 x 2.35 x 96% = 44,267
Demographic Information	
Age Profile (for Fairfield & Howley Ward – (Estimated 2015))	18.6% aged under 16 / 67.8% aged 16-64 / 13.7% aged 65+
Housing Tenure (for Fairfield & Howley Ward – (Census 2011))	<p>Households (Census) source: Census 2011</p> <p>Households by tenure (%)</p> <ul style="list-style-type: none"> Households rented from council or equivalent (%) 9.6 Households rented from other private owners (%) 1.4 Households rented from other social landlords (%) 15.4 Households owned outright (%) 17.7 Households owned with a mortgage or loan (%) 31.1 Households rented from private landlord or letting agency (%) 22.2 Households where occupiers living rent free (%) 1.0 Households in shared ownership (%) 1.5
Employment Rate (for Fairfield & Howley Ward – (Census 2011))	Employed Full /Part Time or Self Employed – 80.8% Unemployed – 8.9%

Facilities			
Primary Schools	Size	Current capacity position	Expansion Potential
Alderman Bolton Primary School	1.5FE	Moderate capacity	None
Beaumont Community Primary School	2FE	Moderate capacity	None
Oakwood Ave Community Primary School	3FE	Moderate capacity	None
Latchford St James CE Primary School	1FE	Limited capacity	None
Our Ladys Catholic Primary School	1FE	Limited capacity	None
Sacred Heart Catholic Primary School	1FE	Limited capacity	None
St Albans Catholic Primary School	1FE	Limited capacity	Good
St Augustines Catholic Primary School	1FE	Moderate capacity	None
St Benedicts Catholic Primary School	1FE	At or near capacity	Good
St Elphins CE Primary School	2FE	Limited capacity	None
Warrington St Barnabas CE Primary School	1FE	Limited capacity	Good

Forecast capacity-			
All schools are forecast to be at or near capacity through child yield from existing population and new development within the existing urban area early in the plan period. Given the scale of development within the existing urban area it is likely that there will be an overspill of demand into adjacent areas within the wider Warrington urban area.			
Secondary Schools			
Cardinal Newman Catholic High School	5.5FE	Limited capacity	Good – 0.5FE
Sir Thomas Boteler CE High School	5.5FE	Limited capacity	Good – 0.5FE
University Technical College	4FE (Y10 – Y13)	Moderate capacity	None
Forecast capacity-			
The high schools are forecast to be at or near capacity through child yield from existing population and new known development within the existing urban area by the early part of the plan period. Whilst Sir Thomas Boteler CE High School currently has spare capacity it is predicted to be utilised within the plan period.			
University Technical College is a new establishment which is currently filling and serves pupils from Y10 – Y13 age range. It is envisaged that this will eventually be at or near capacity within the plan period.			
GP Surgeries			
4 Seasons Medical Centre (Plus Lexden Street Branch)	5 Clinical Rooms (some clinical space shared with Parkview).	Available capacity With SHLAA projections it is estimated that the Practice will still have adequate clinical space.	Main Practice located in Jubilee Hub which has adequate clinical space.
280 Manchester Road	3 Clinical Rooms	At capacity	No scope for further expansion on site and unlikely to be able to accommodate a large increase in patient list size.
Causeway MC (plus Hood Manor Branch)	8 Clinical Rooms across both sites.	At capacity	Currently developing a scheme to deliver a new practice.
Cockhedge MC	4 Clinical Rooms	Nearing capacity currently With SHLAA projections Practice will be at capacity.	Located in Cockhedge Shopping Centre, the practice is unable to expand, unless an adjacent unit becomes available in the centre.
Dallam Lane MC	4 Clinical Rooms	Nearing capacity currently With SHLAA projections Practice will be at capacity.	No opportunity to expand current site and the CCG have been approached to explore new premises options.
Eric Moore Partnership	7 Clinical Rooms at main Practice site plus additional rooms at new branch.	Available capacity	New build opened in September 2016 and adequate capacity in new facility.
Fairfield Surgery	3 Clinical Rooms	At capacity	No scope for further expansion on site and unlikely to be able to accommodate a large increase in patient list size.
Fearnhead MC (plus Longford St)	14 Clinical Rooms	At capacity	Expansion of current site unclear due to dispute with landlord.
Folly Lane MC	18 Clinical Rooms	Available capacity	Space available within the building for additional clinical rooms and land available on site for further expansion.
Greenbank MC	12 Clinical Rooms	At capacity	No room to expand. The building was renovated circa 2000 and includes a pharmacy. Whilst the Practice haven't indicated an issue with space as yet calculations suggest they have reached capacity and would be unable to accommodate a large increase in list size.
Guardian MC	13 Clinical Rooms	Nearing capacity currently With SHLAA projections Practice will be at capacity.	Scope to extend onto car park if required.
Helsby Street MC	8 Clinical Rooms	At capacity	The Practice is actively looking at how they can increase space. Situated on a tight site with residential dwellings close to the building.
Holes Lane MC (including Manchester Road)	10 Clinical Rooms across both sites.	At capacity	Manchester Road - Old terrace building but is good condition.
Latchford MC	7 Clinical Rooms	At capacity	Landlocked and unable to expand and currently engaged with the

			CCG exploring future options.
Parkview MC	3 Clinical Rooms plus access to shared clinical space within HC.	Available capacity within rooms shared with 4 Seasons.	Practice located in Jubilee Hub which has adequate clinical space.
Springfields MC	7 Clinical Rooms	At capacity.	Practice is located within Bath Street and using all available rooms with limited expansion potential.
Stockton Heath MC (Practice is not physically located within the central settlement area but a proportion of current residents of the wards covered by this settlement area are registered with this Practice)	11 Clinical Rooms	At capacity.	Landlocked and unable to expand. Struggling with space and have engaged with the CCG to look at future options.
<i>It is useful to note that patients can choose to register with any Practice and may not necessarily choose one close to where they live. Current catchment areas are quite large. Analysis on projected GP list sizes is based on current GP flows. Residents of the four main wards covered by this central settlement area are currently registered with a spread of Practices; not all of which are physically located within the central settlement boundary.</i>			
Other Facilities			
Pharmacies	16		
Dentists	10		
Retail Centres	Warrington Town Centre - Warrington town centre is the principal centre in Warrington Borough and provides the main hub of retail and service uses. The main focus of retailing in Warrington is the Golden Square Shopping Centre which is located in the north west of the town centre. The retail and service uses present in the centre occupy a variety of properties, with a range of unit sizes and scales present in the town centre. Several national multiple operators are accommodated in the town centre, the majority of which are located in Golden Square, including the anchor Debenhams store. Independent retailers generally occupy units along the traditional shopping streets. 3 Neighbourhood Centres – Latchford, Orford Lane and Lovely Lane		
Other Community Facilities *available for community use/hire	2 children's centres, 4 social clubs*, 2 parks*, 8 neighbourhood/community centres, 7 churches*, 7 schools*, 1 youth centre, Parr Hall, 2 Scouts, 1 library, 1 museum 3 centres proposed for disposal.		
Local Highways Network			
		This area includes the town centre which is the focal point for a number of primary routes carrying heavy traffic including the A57, A50, and A49. There is peak hour traffic congestion on all distributor roads in this area on all working days. These roads are also used as the main motorway diversion routes when there are incidents on the M6. The only major highway schemes in this area committed before 2020/21 is the Centre Park Link which is scheduled for completion in 2018/19. In addition there will be the introduction of a network management scheme in 2017/18 using Bluetooth technology on most of the primary corridors in this area which should generate journey time savings.	
Strategic Highways Network			
		No immediate plans for improvements on the SRN which would have a benefit to this area.	
Public Transport			
		The area contains the Warrington Bus Interchange which is served by almost all bus services in Warrington. Most of the main corridors have high frequencies of bus services. Rail connections – The area is served by Warrington Central (managed by Northern) and Warrington Bank Quay (managed by Virgin Trains).	
Active Travel			
		Many more people walk or cycle to work in this area (an average of 17%) than in any other area of Warrington and fewer people (60%) travel to work by car or van than in any other area. In addition, they use active travel modes far more than either bus or rail. This is clearly beneficial in terms of reducing the impact on the highway network as well as the obvious environmental, health and amenity benefits. The current walking and cycling network includes physical barriers to the town centre which restrict further growth. Any transport strategies developed to support planned development proposals must allow for this important Active Travel mode and provide the appropriate facilities and schemes.	
Conservation			
		The area contains or borders 8 conservation areas – Town Hall, Bridge Street, Bewsey Street, Winwick Street, Palmyra Square, Buttermarket Street, Church Street and Greenalls Brewery. The area contains 130 statutory listed buildings	
Open Space, Sport and Recreation			
		<p>POS: Central Warrington has a significant deficit of all types of POS with the exception of parks and gardens of which there is a significant surplus. In terms of natural/semi-natural green space the majority of the deficit is in the western part of the Central area. In terms of equipped play there are 11 LAPs and 8 LEAPs and 5 NEAPs.</p> <p>Sports Pitches: The Central Warrington area has a good range of sports pitches that include cricket, both rugby league and union, hockey and football pitches. However, there are significant deficits of pitches in some sports (Both rugby league and football junior). In addition there is a small deficit of cricket pitch provision for both junior and seniors.</p> <p>Built facilities: The Central Warrington area has a number of private gyms/swimming pools; tennis courts at David Lloyd Leisure Centre; an athletics track at Victoria Park;</p>	

	<p>several bowling clubs. In addition, there are several AGP pitches.</p> <p>There is one Neighbourhood Hub providing leisure facilities located in the Central Neighbourhood Area (CNA). There are 4 swimming pools located in the CNA, located at 3 sites. The only public pool (OJNH) is operating at capacity, whilst the private pools are operating at about 50% capacity.</p> <p>There are 3 sports halls located in the CNA (Beaumont Collegiate Academy, Orford Jubilee Neighbourhood Hub and Warrington Sports for All Centre), on 3 separate sites. The sports hall at Cardinal Newman school is not currently available for community use.</p> <p>2 of the 3 sports halls that are available for community use, are located on school sites, so where such facilities are available for community use, this use is generally restricted to evenings and weekends during school term time. The sports halls are all operating at near capacity.</p>												
Green Belt Overview	There are 3 General Areas bordering the settlement of which 2 are Moderate and 1 is Weak. There are 6 individual parcels bordering the settlement of which 3 are Strong, 1 is Moderate and 2 are Weak. The parcels to the east score moderate whilst the parcels to the west and south are varied in their scores.												
Landscape Character Overview	The area adjoining the western boundary of Central Warrington is identified as falling within Type 5-River Flood Plain of the Warrington Landscape Character Assessment (2007) and is characterised through area 5A. Within Area 5A the River Mersey and its broad floodplain forms a major landscape character, dividing the Borough into roughly two halves on an east/west axis. The landscape is characteristically flat with broad expansive areas of flood plain.												
Housing Capacity	<table border="1"> <thead> <tr> <th></th> <th>No. Of Sites</th> <th>No. Of Units</th> </tr> </thead> <tbody> <tr> <td>Estimated Capacity within SHLAA Urban Area</td> <td>153</td> <td>5,334</td> </tr> <tr> <td>Estimated Capacity from Call for Sites Responses</td> <td>Urban -8 Fringe -3</td> <td>Urban – 1,200 (1,198 units already in SHLAA) Fringe – 500</td> </tr> <tr> <td>Estimated Capacity within SHLAA Fringe GB Sites not in Call for Sites Responses</td> <td>1</td> <td>262 (8.73Ha at 30dph)</td> </tr> </tbody> </table>		No. Of Sites	No. Of Units	Estimated Capacity within SHLAA Urban Area	153	5,334	Estimated Capacity from Call for Sites Responses	Urban -8 Fringe -3	Urban – 1,200 (1,198 units already in SHLAA) Fringe – 500	Estimated Capacity within SHLAA Fringe GB Sites not in Call for Sites Responses	1	262 (8.73Ha at 30dph)
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Growth Scenarios

(1) Incremental Growth

Overview	Up to 2,000 homes in addition to the 5,334 identified in the SHLAA.
Contribution to New City Concept	Incremental growth would not positively contribute to the Council's New City Aspiration.
Green Belt implications	Incremental growth could be achieved without impact on the strategic importance of the Green Belt. It is likely to require parcels making only a moderate contribution to the Green Belt to be developed. Therefore, incremental growth could be accommodated without releasing parcels making a strong contribution to the Green Belt, depending on its location.
Supporting Role of Town Centre	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, including via public transport.
Primary school implications	Most primary schools are currently operating at or near to capacity and expansion potential will be taken up by the significant number of sites in the existing urban area. Incremental growth cannot be accommodated through existing primary schools.
Secondary school implications	The existing secondary schools in the central area are forecast to be at capacity due to development within the urban area early in the plan period. Even if it was possible to accommodate new pupils from incremental growth, this would result in a longer term change to the distribution of pupils which would have wider implications in respect of the capacity of other secondary schools in central, west and south Warrington.
Health facility implications	Many GP Practices within central area are at or nearing capacity based on current list sizes. Factoring in projected population increase based on the SHLAA sites (based on current GP flows) suggests that only Folly Lane and 4 Seasons MC would have capacity within their existing clinical rooms to accommodate incremental growth. Most Practices have little or no scope to expand on their current site, the two main exceptions are Guardian St. and Folly Lane MC. Health facilities will therefore only be able to absorb a limited amount of incremental growth based on forecast capacity and the potential to expand existing facilities.
Local Road Network	Incremental housing growth could cause some increase in traffic levels and delays on existing links and junctions from the current levels. Further empirical investigation would be required to confirm the distributional effects of the traffic growth impacts.
Strategic Road Network	Incremental growth could cause a marginal increase in traffic levels and delays at all motorway junctions on the M62, M56 and M6. This would require further empirical assessment by Highways England to gauge the exact level of the impact on the SRN. In addition there is a need to consider investment such as Smart motorway on the M6 (J19 to J21) to improve network reliability and reduce the frequency of traffic diverting through Warrington.
Public Transport	Incremental growth would only create a marginal increase in the potential market for the local bus services serving this area. However a strategy to encourage modal shift from car to bus will be in place and could be supported with appropriate bus priority measures and bus passenger facilities.
Active Travel	No significant change to the current provision though the design and layout of any development should ensure that active travel opportunities are not compromised.
Open Space, Sport and Recreation	There are deficits of most types of POS. Incremental development would place additional demands on existing open space provision and would require a new urban green space in addition to localised provision of informal open space and children's play areas. Incremental growth would put pressure on existing sports pitches and built facilities without additional capacity being provided. It is unlikely that additional capacity could be provided purely by improvements to existing pitches/facilities and there will be a need for a new facility(s) and pitches.
Character implications	Incremental growth would provide additional development 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. Depending on location, incremental growth could be achieved without significant detrimental impact on the central area, or the surrounding

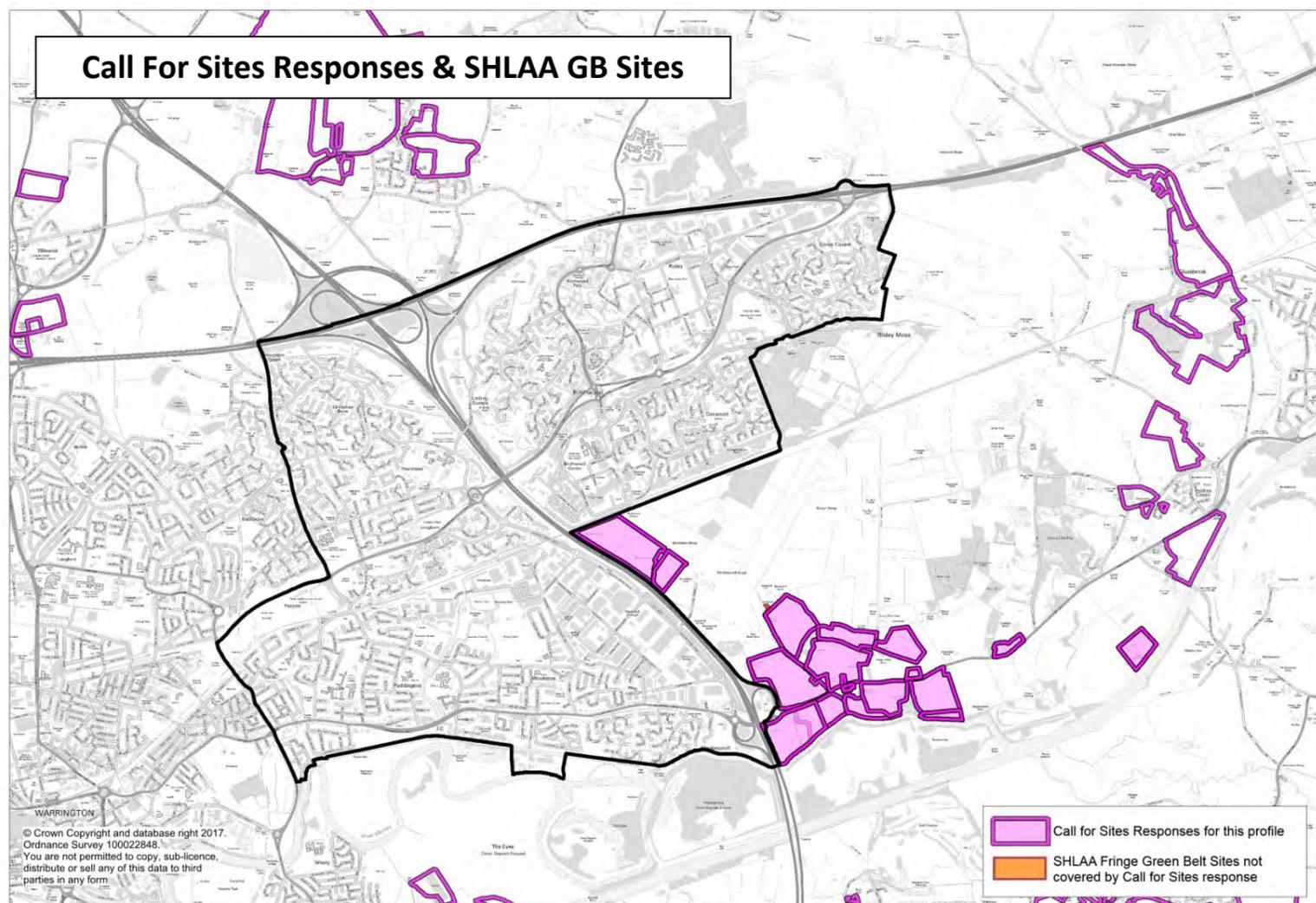
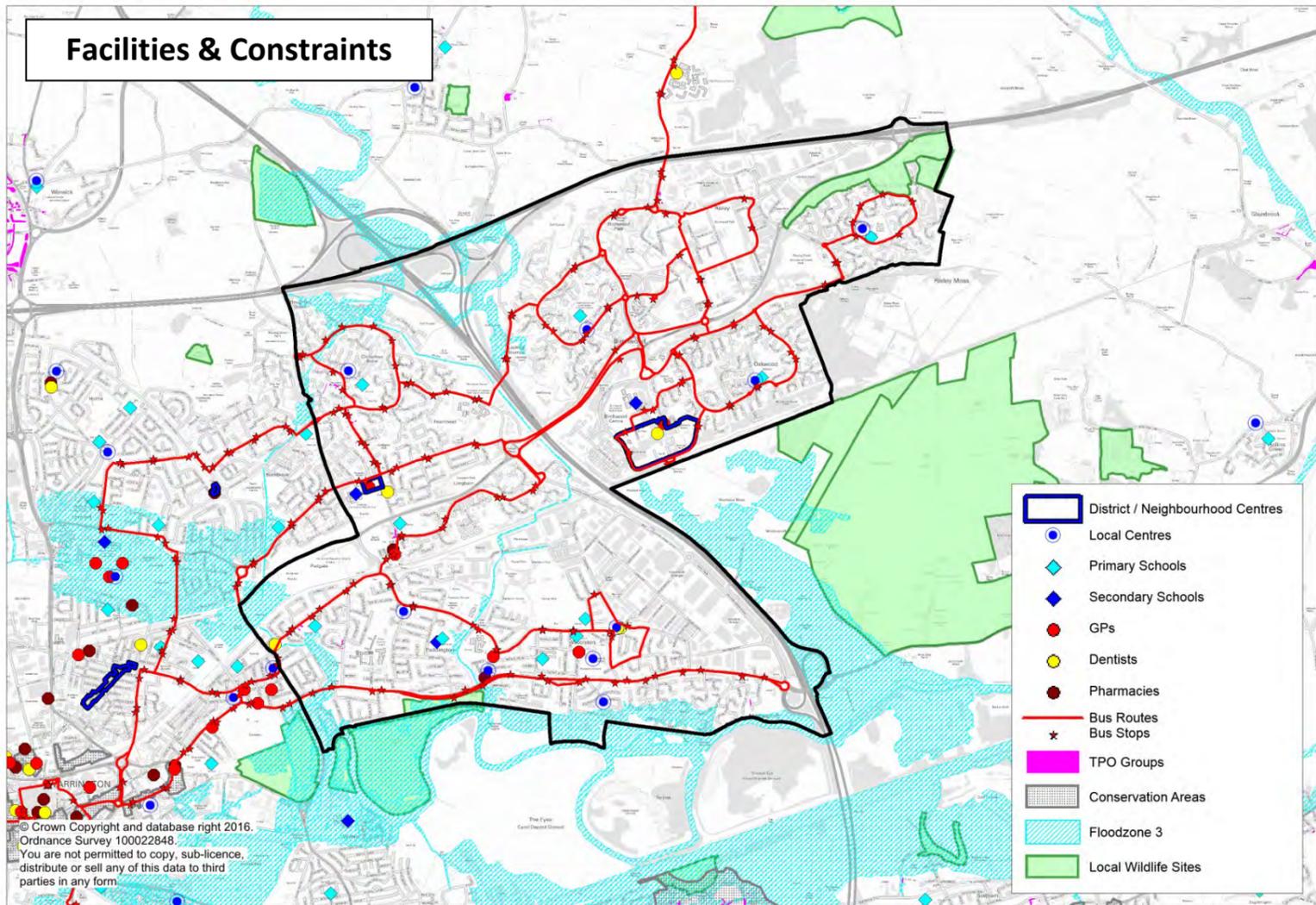
	landscape, although any development to the east of the area would impact on Woolston Eyes SSSI.
Delivery issues	Given the physical constraints between the main urban area and the Green Belt to the west of the area and the Woolston Eyes SSSI to the east, it is unlikely any incremental development could realistically come forward. The sites which have been put forward could only be delivered as components of wider regeneration schemes which require significant new infrastructure to unlock development.
Environmental considerations & prudent use of resources	The Green Belt immediately to the east of the central area comprises Woolston Eyes SSSI.
Any other issues	N/A
Comparison with Plan objectives & overall assessment	Any additional growth - over and above the significant number of urban sites in central Warrington - without significant investment in infrastructure will place unacceptable pressure on primary schools, place pressure on health facilities and may have significant impacts on secondary provision in central, west and south Warrington. In practical terms, given the physical constraints between the main urban area and the Green Belt to the west and the SSSI to the east, it is unlikely any incremental development could realistically be delivered, even if there was localised capacity within infrastructure in specific parts of central Warrington

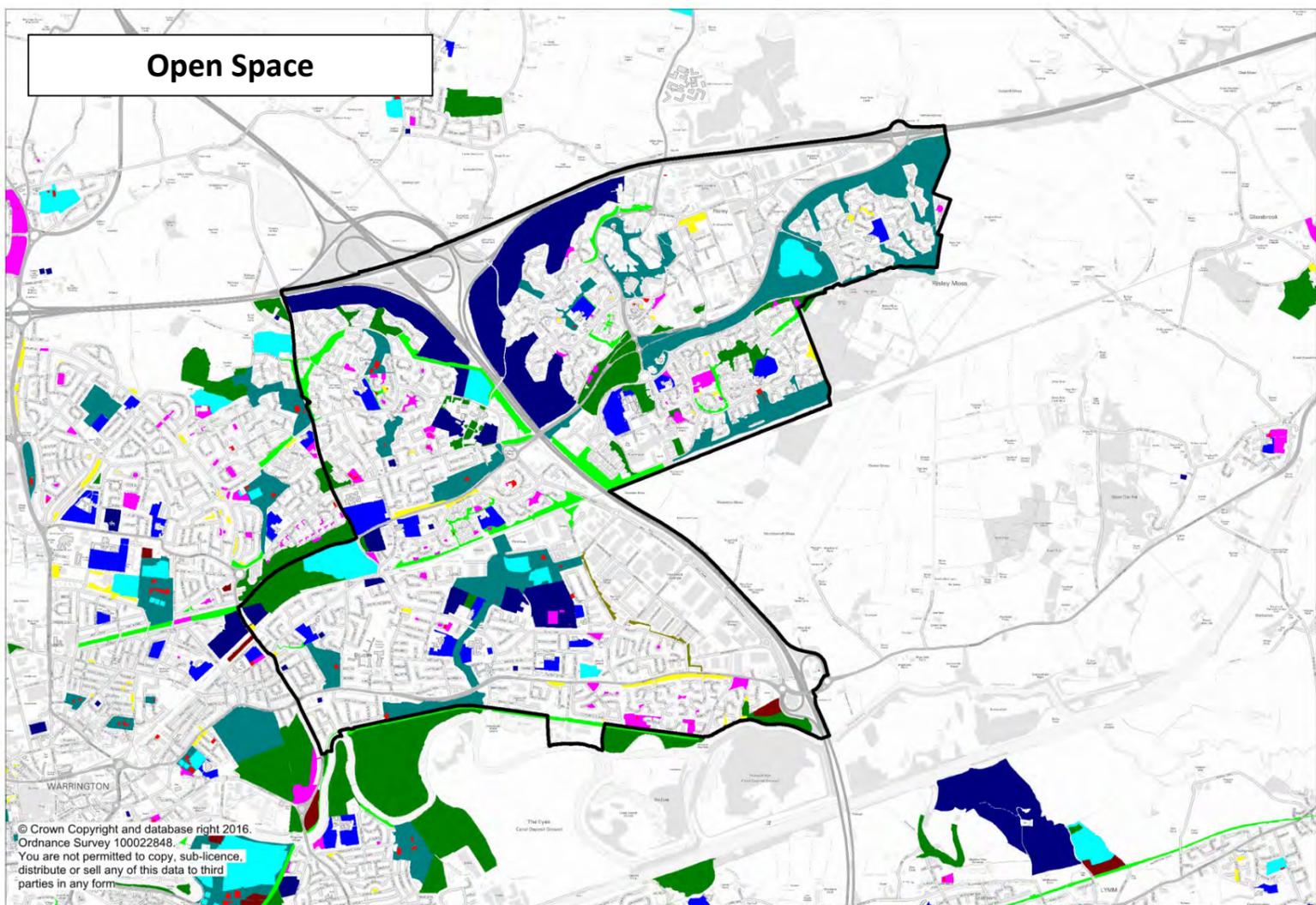
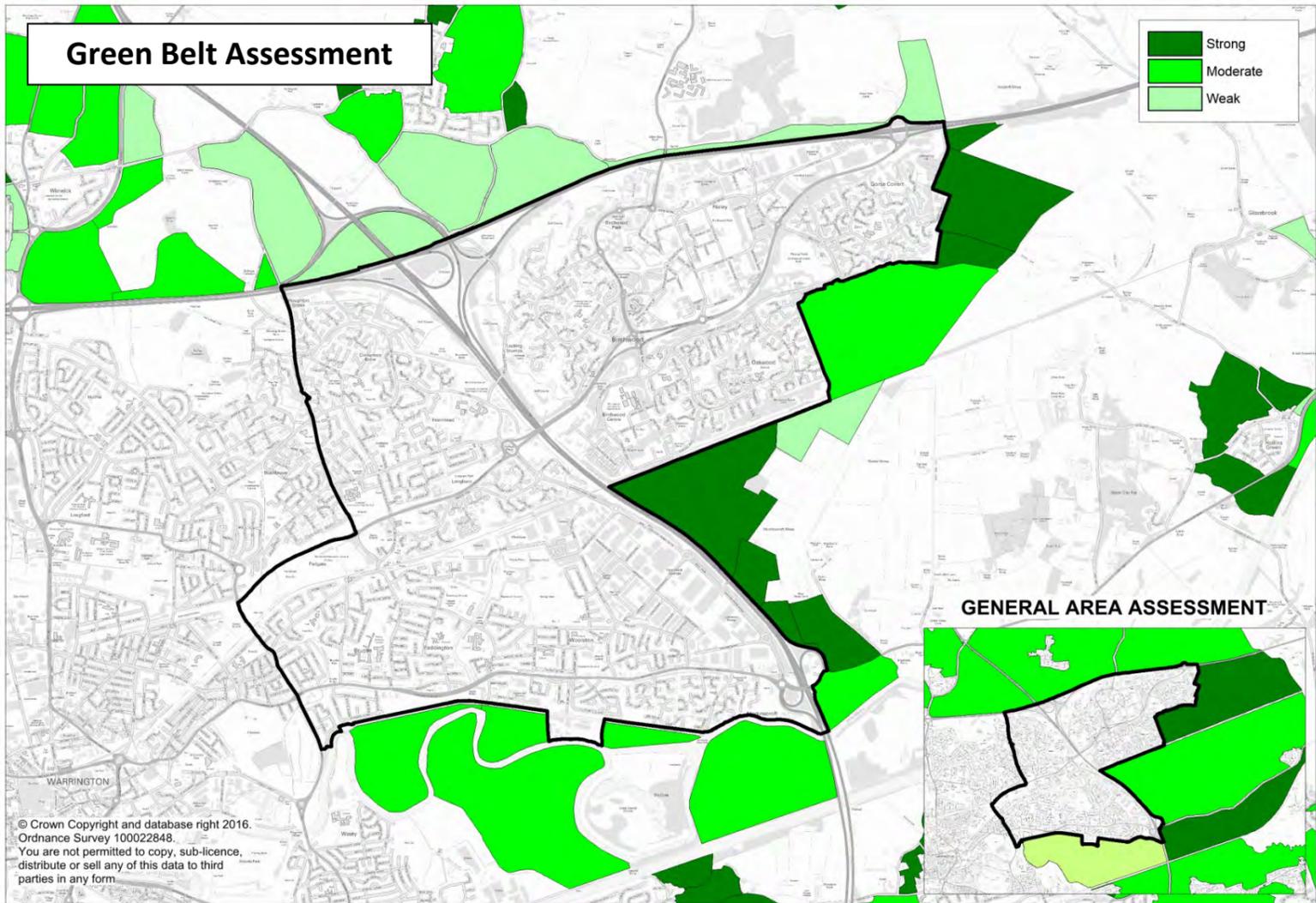
(2) Warrington Waterfront Strategic Development Proposal

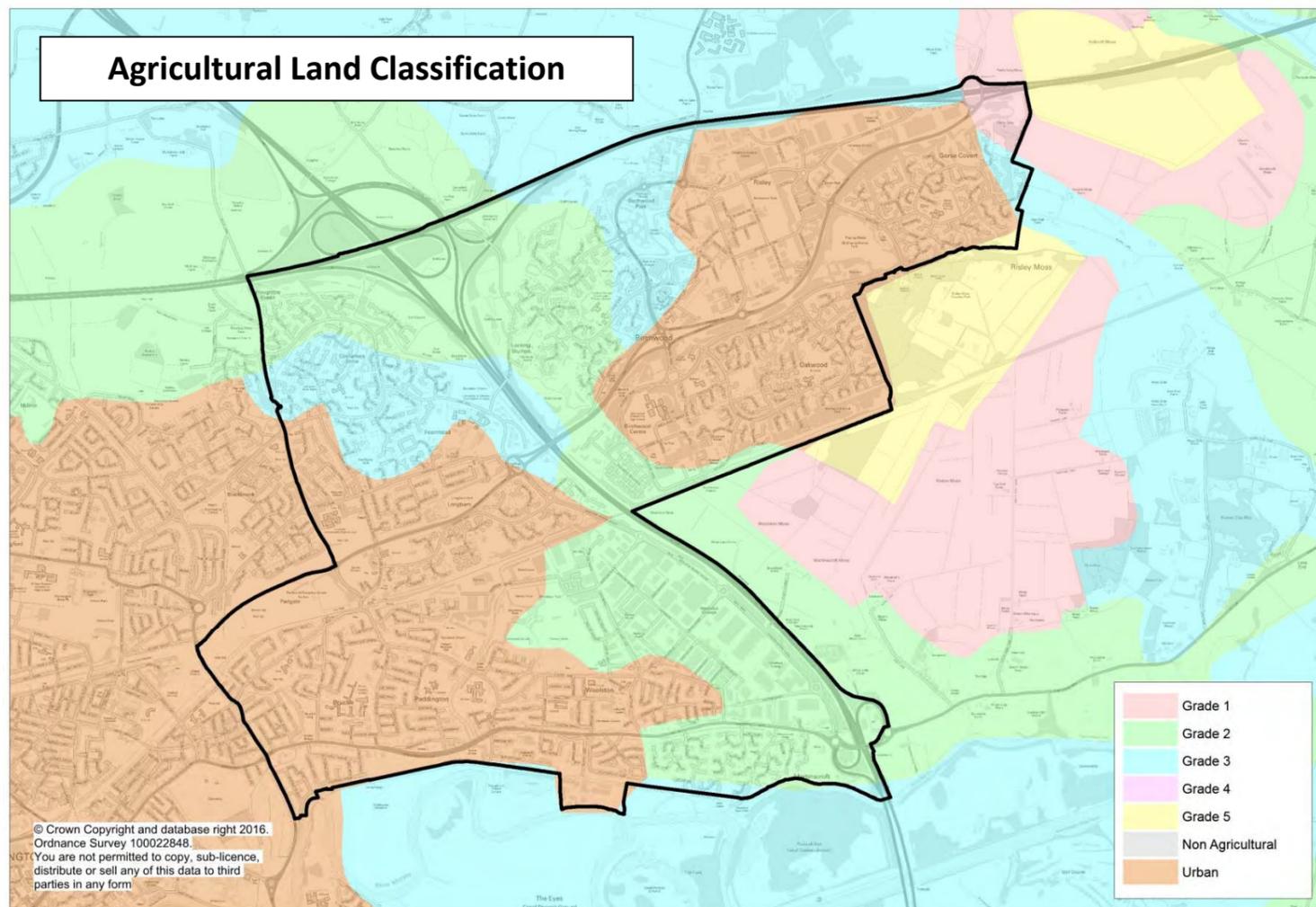
Overview	The Warrington Waterfront Strategic Development proposal will deliver approximately 4,000 homes within the existing urban area, with the potential for an additional 500 in the Green Belt, as well as the major expansion of Port Warrington.
Contribution to New City Concept	The wider Warrington Waterfront Strategic Development proposal will make a significant contribution to the New City concept
Green Belt implications	The wider Warrington Waterfront Strategic Development proposal could be achieved without impacting on the strategic importance of the Green Belt. At a local level it is likely to require parcels making a weak, moderate and strong contribution to the Green Belt to be developed.
Supporting Role of Town Centre	Potential to make a significant positive contribution to the town centre as a whole, due to its geographical location and opportunity to easily access the town centre through improved transport corridors.
Primary school implications	The delivery of a new primary school is required as part of the wider Warrington Waterfront strategic development proposal.
Secondary school implications	The wider Warrington Waterfront development is unlikely to be accommodated without a new secondary school, although this needs to be considered in the context of distribution of development elsewhere within the existing Warrington urban area, particularly in the south which also has capacity issues for secondary school places.
Health facility implications	Many GP Practices within central area are at or nearing capacity. There are 3 Practices that currently have some capacity to accommodate incremental growth. Most Practices have little or no scope to expand on their current site, the two main exceptions are Guardian St. and Folly Lane MC. The wider Warrington Waterfront development will either require expansion to existing health facilities in the central area or provision of a satellite facility within the Waterfront development itself to provide the opportunity for an existing practice to expand their services.
Open space, sports and recreation	There are deficits of most types of POS. This scale of growth would place additional demands on existing open space provision and would require a new urban green space at part of the wider Waterfront Strategic Development proposal in addition to localised provision of informal open space and children's play areas. This scale of growth would also put pressure on existing sports pitches/facilities and there would be a need for upgrading of existing facilities.
Local Road Network	This scale of growth as part of the wider Warrington Waterfront Development proposal could potentially cause increase in traffic levels and delays on the local highways network at peak travel times as it is likely that some traffic will travel to or through this area. This may be mitigated by selective local highways improvements (such as the Cockhedge and Dial St junction improvements on the A49) or new routes depending on the specific sites brought forward and after an investigation of the future traffic levels. Of particular relevance to this area, the proposed Warrington Western Link will provide a new strategic link between the A56 and A57 and help facilitate the Warrington Waterfront Development proposal. Whilst the scheme is not committed it has secured development funding from the DfT's Large Local Major Scheme fund to allow the Council to develop an Outline Business Case during 2017. Further empirical investigation would be required to confirm the exact nature of the traffic growth impacts.
Strategic Road Network	The central location of this area makes it difficult to judge which sections of the SRN would be affected. Further empirical assessment by Highways England to gauge the exact level of the impact on the SRN and the future investment required to mitigate the traffic growth. In addition there is a need to consider investment such as Smart motorway on the M6 (J19 to J21) to improve network reliability and reduce the frequency of traffic diverting through Warrington.
Public Transport	This scenario could help sustain local bus services and improve their potential for growth. This would depend on site location, design and availability of kick start funding. However a strategy to encourage modal shift from car to bus will be in place and could be supported with appropriate bus priority measures and bus passenger facilities.
Active Travel	An increase in travel demand towards the town centre or other employment sites would necessitate the consideration of direct, attractive and segregated routes alongside the primary routes to cater for walking and cycling journeys. The design and layout of any development should ensure that active travel opportunities are not compromised.
Open Space, Sport and Recreation	There are deficits of most types of POS. This scale of growth would place additional demands on existing open space provision and would require a new urban green space as part of the wider Waterfront Strategic Development proposal in addition to localised provision of informal open space and children's play areas. Existing sports pitches/facilities will not be able to accommodate the demands from this scale of growth. New sports pitches and a new indoor sports facility may be required, either a stand along facility or as part of a new neighbourhood hub with health and wider community facilities.

Character implications	The wider Warrington Waterfront Strategic Development proposal is 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 would therefore be no detrimental impact on the central area or the surrounding landscape, indeed the Waterfront development provides the opportunity to improve the character of this part of the main urban area. It will open up access to the waterside and enable the expansion of the town centre.
Delivery issues	The Warrington Waterfront Strategic Development Opportunity is a key regeneration and delivery priority of the Council. The Council has already undertaken significant masterplan work, infrastructure planning and land assembly. The delivery of the Western Link Road is critical to unlocking the development potential of this area.
Environmental considerations & prudent use of resources	Environmental protection issues would need to be considered further in terms of potential contaminated land, air quality and proximity to a COMAH site.
Any other issues	The Green Belt component of the scheme can only come forward as part of the wider Waterfront Strategic Development Proposal.
Comparison with Plan objectives & overall assessment	The Warrington Waterfront Strategic Development proposal is a key regeneration priority of the Council. It will make a significant contribution to the New City Objective unlocking land to deliver new homes and jobs and opening up the waterfront. It will also contribute to and complement the town centre masterplan, enabling the expansion of the town centre and connections to the water. The Waterfront is dependent on the Western Link to open up the area for development and enable the expansion of Port Warrington. There is also the requirement for significant investment in education, community and recreational infrastructure. Development can be delivered without compromising the strategic function of the Green Belt, although there may be local impacts.

East Warrington Settlement Profile







Population			
E Warrington Residential Addresses (Jan 2017) -	15,907		
E Warrington Estimated Pop (Jan 2017) –	15,907 x 2.35 x 96% = 35,886		
Demographic Information			
Age Profile (for Birchwood Ward – (Estimated 2015)	18.2% aged under 16 / 66.8% aged 16-64 / 14.9% aged 65+		
Housing Tenure (for Birchwood Ward –(Census 2011)	<p>Households (Census) source: Census 2011</p> <p>Households by tenure (%)</p> <ul style="list-style-type: none"> Households rented from council or equivalent (%) 4.3 Households rented from other private owners (%) 1.0 Households rented from other social landlords (%) 23.0 Households owned outright (%) 23.4 Households owned with a mortgage or loan (%) 38.1 Households rented from private landlord or letting agency (%) 8.2 Households where occupiers living rent free (%) 0.7 Households in shared ownership (%) 1.2 		
Employment Rate (for Birchwood Ward –(Census 2011)	Employed Full /Part Time or Self Employed – 79.0% Unemployed – 6.9%		
Facilities			
Primary Schools	Size	Current capacity position	Expansion Potential
Birchwood CE Primary School	1FE	Moderate capacity	Difficult
Bruche Community Primary School	1FE	At or near capacity	Difficult
Christ Church CE Primary School	1.5FE	At or near capacity	Difficult
Cinnamon Brow CE Primary School	1.5FE	At or near capacity	Difficult
Gorse Covert Primary School	1.5FE	At or near capacity	Good
Locking Stumps Community Primary School	2FE	Moderate capacity	None
St Oswalds Catholic Primary School	1FE	At or near capacity	Difficult
St Peters Catholic Primary School	1FE	At or near capacity	Difficult
Woolston CE Aided Primary School	1FE	At or near capacity	Difficult
Woolston Community Primary School	1FE	At or near capacity	Difficult
Forecast capacity			

With the exception of schools in Rixton and Woolston, primary schools in the east are expected to be able to accommodate future child yield and additional yields from new development within the existing urban area across the plan period.

Residents within the central area are also likely to access schools within the east where they have capacity to accommodate them. Primary school capacity in the central area is forecast to be at or near capacity through child yield from existing population and new development within the existing urban area early in the plan period. The additional capacity which can be provided via expansion of existing schools in central Warrington will be taken up by future development. It is therefore likely that there will be an overspill of demand into adjacent areas within the wider Warrington urban area, including the east.

Secondary Schools	Size	Current capacity position	Expansion potential
Birchwood Community High School	7FE	Moderate capacity	None – Site constrained
University Academy Warrington	5FE	Moderate capacity	Good
Kings Leadership Academy	4FE	At or near capacity	None – Site constrained

Forecast capacity

The high schools in the east will have limited capacity to accommodate child yield from existing population and new development within the existing urban area throughout the plan period.

GP Surgeries

Current residents of the wards that make up the East Settlement area are registered with Birchwood MC (27%), Holes Lane MC (17%), Padgate MC (14%) and Fearnhead MC (14%), with the remainder spread in small numbers across numerous other Practices.

It is useful to note that patients can choose to register with any Practice and may not necessarily choose one close to where they live. Current catchment areas are quite large. Analysis on projected GP list sizes is based on current GP flows.

Birchwood MC	16 Clinical Rooms	At capacity currently.	Large area of the building rented by NHS Property Services currently vacant. Adequate space for significant growth if this is handed back to the practice for their use.
Fearnhead MC	14 Clinical Rooms	At Capacity and has applied to have its list for new patients closed.	Expansion capability unsure due to property ownership issues.
Holes Lane MC	10 Clinical Rooms across both sites.	At capacity currently	The practice are planning to apply for funding to add 2/3 more Clinical rooms to provide additional capacity.
Padgate MC (Woolston Branch)	7 Clinical Rooms	At capacity	Unable to expand on site and the Practice is currently exploring options for new premises.

Other Facilities

Pharmacies	4
Dentists	4
Retail Centres	Birchwood District Centre - Birchwood district centre is focussed on Birchwood Shopping Centre, a purpose built, mainly indoor, single level shopping precinct. The main convenience goods offer in the district centre is provided by the Asda supermarket which is positioned at the western end of the shopping centre. There is also an Aldi supermarket within the centre. In terms of the centre's comparison goods offer, the majority of comparison goods units are occupied by national multiple operators, including Argos, Home Bargains and Pets at Home.
Other Community Facilities	1 day centre, 8 schools*, 4 community centres, 2 children centres, 6 churches*, 2 scouts, 2 libraries, 3 leisure/sport clubs, 1 youth, 1 parish club*, 1 British legion*, 1 park portacabin.
*available for community use/hire	

Local Highways Network

Main roads include A574 which links Birchwood with Warrington and also Culcheth. Recent investment on the A574 (Warrington East Ph 1) has relieved some of the serious congestion issues at the Oakwood Gate and Moss Gate junctions and there are further works scheduled for 2018/19 (Warrington East phase 2) funded through the LGF3 programme.

Strategic Highways Network

Direct access to the SRN is by M62 (J11) and M6 (J20). No planned schemes in next 3 years.

Public Transport

The area is served by 10 bus services:
 No. 3 – (Half Hourly) – Warrington to Martinscroft
 No. 4A – (Half Hourly) – Warrington to Woolston
 No. 28/A – (Half Hourly) – Warrington to Leigh
 No. 17/A/C – (Half Hourly) – Callands to Warrington to Birchwood
 No. 23/A – (Half Hourly) - Warrington to Cinnamon Brow
 No. 25 – (Half Hourly) – Gorse Covert to Warrington

There are two rail stations within this area at Birchwood and Padgate with direct services to Liverpool and Manchester. Both stations are managed by Northern.

Active Travel

Many more people walk or cycle (an average of 10.5%) to work in this area than use either bus or rail. This is clearly beneficial in terms of reducing the impact on the highway network as well as the obvious environmental, health and amenity benefits. However, 71% of people in this area travel to work in a

	car or van. There are still some physical barriers to key destinations such as the town centre or employment/retail sites which restrict further growth in active travel. Any transport strategies developed to support planned development proposals must allow for this important Active Travel mode and provide the appropriate facilities and schemes.	
Conservation	The area contains or borders 0 conservation areas. The area contains 15 statutory listed buildings.	
Open Space, Sport and Recreation	<p>POS: East Warrington has significant deficits of both equipped and informal play space. However, it has substantial surpluses of both parks and gardens and natural/semi-natural green space. In terms of equipped play there are 18 LAPs and 4 LEAPs and 3 NEAPs.</p> <p>Sports Pitches: The East Warrington Neighbourhood has a good range of sports pitches that include cricket, both rugby league and union, hockey and football pitches. However, there are some deficits of pitches in a couple of sports (Both rugby league and football junior).</p> <p>Built facilities: There is one Neighbourhood Hub providing leisure facilities, which is located in the south of the East Neighbourhood Area. There are two swimming pools located in the Neighbourhood Hub. The swimming pools are operating at near full capacity.</p> <p>There are 5 sports halls located in the East Neighbourhood Area, at 4 separate sites. All 5 of the sports halls are available on a pay and play basis to varying degrees. One is the Birchwood Leisure and Tennis Complex, which is a specialist indoor tennis centre rather than a multi-sport sports hall and so the use of this hall is restricted to certain sports such as tennis and indoor bowls. The sports halls have some space capacity.</p> <p>In addition, there are a number of private health and fitness suites.</p>	
Green Belt Overview	There are 7 General Areas bordering the settlement of which 2 are Strong, 4 are Moderate and 1 is Weak. There are 21 individual parcels bordering the settlement of which 7 are Strong, 6 are Moderate and 8 are Weak. The weak parcels are predominantly located to the north whilst the moderate parcels are predominantly located to the south.	
Landscape Character Overview	The area adjoining East Warrington is identified as falling within Type 2-Mossland Landscape of the Warrington Landscape Character Assessment (2007) and is characterised through area 2A of the assessment. Within Area 2A agricultural field patterns are rigidly angular, defined only by numerous open ditches confirming the continued wetness of the area. The land appears flat with wide horizons, unrestricted by hedgerows.	
Housing Capacity	No. Of Sites	No. Of Units
Estimated Capacity within SHLAA Urban Area	31	441
Estimated Capacity within SHLAA Fringe GB Sites not in Call for Sites Responses	1	3 (0.11Ha at 30dph)
Estimated Capacity from Call for Sites Responses	Fringe - 14 Outer - 2	Fringe - 3,294 (114 removed from one site due to overlap) Outer - 78

Growth Scenarios

(1) Incremental Growth

Overview	Up to 1,600 homes in addition to the 441 identified in the SHLAA.
Contribution to New City Concept	Incremental growth would not positively contribute to the Council's New City Aspiration
Green Belt implications	Incremental growth could be achieved without impact on the strategic importance of the Green Belt between the main urban area of Warrington, depending on its location. It is likely to require parcels making a weak and or moderate contribution to the Green Belt to be developed. Therefore, it is likely that incremental growth could be accommodated without releasing parcels making a strong contribution to the Green Belt.
Supporting Role of Town Centre	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, including via public transport.
Primary school implications	It is likely that primary school provision will be accessed within the east area of the main Warrington urban area. There is capacity in existing schools and the possibility to expand existing schools to accommodate incremental growth in principle. However, the clustering of available development sites may place additional pressure on a small number of existing primary schools as collectively the sites are predominantly concentrated in one location and reliant on a single access point across the motorway.
Secondary school implications	There is limited capacity within the high schools in the east, incremental growth of this scale would may result in a longer term change to the distribution of pupils and therefore whilst new pupils living in the east may be accommodated, there could be wider implications which would need to be considered in respect of the capacity of other secondary schools.
Health facility implications	There is no capacity for new patients and the demand for health facilities from this level of growth would require the expansion of existing facilities and / or the provision of a new satellite health facility to enable an existing practice to expand further.
Local Road Network	Incremental housing growth could cause some increase in traffic levels and delays on existing links and junctions from the current levels. Further empirical investigation would be required to confirm the exact nature of the traffic growth impacts. In the context of the sites submitted adjacent to the motorway, the impact on the local road network and access to the sites could be problematic.
Strategic Road Network	Incremental growth could cause a marginal increase in traffic levels and delays at the M62 (J11) and M6 (J20). This would require further empirical assessment by Highways England to gauge the exact level of the impact on the SRN.

Public Transport	Incremental growth would only create a marginal increase in the potential market for the local bus services serving this area. A strategy to encourage modal shift from car to bus will be followed and will require supporting with appropriate bus priority measures and bus passenger facilities.
Active Travel	No significant change to the current provision though the design and layout of any development should ensure that active travel opportunities are not compromised. In the context of the sites submitted adjacent to the motorway, the impact active travel provision and how this may be accessed in relation to the sites could be problematic
Open Space, Sport and Recreation	There are deficits of some types of POS. Incremental growth would place additional demands on existing open space provision but would not be of sufficient magnitude to require new provision over and above localised provision of informal open space and children's play areas. Incremental growth would put pressure on existing sports pitches/facilities without additional capacity being provided. However, additional capacity could be provided by improvements to existing pitches and sports facilities in Woolston and Birchwood.
Character implications	Incremental growth would provide additional development 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. However given the location of the sites submitted adjacent to the motorway, this could change the character of the eastern edge of the main urban area.
Delivery issues	There are multiple realistic development site options to deliver incremental growth. However, given the location of the sites submitted adjacent to the motorway, there may be deliverability issues in terms of access and ground conditions.
Environmental considerations & prudent use of resources	The area is known to have peat reserves, is in proximity to Woolston Eyes SSI, a Local Wildlife site and part of the area is within Flood Zone 3. Sites in proximity to the motorway will also have air quality and noise issues. This may limit incremental growth.
Any other issues	N/A
Comparison with Plan objectives & overall assessment	Whilst incremental growth may be a reasonable option in principle, the location and clustering of available sites on the opposite side of the motorway, the presence of peat in the area, proximity to a SSSI and Local Wildlife site, flood risk and air quality are practical constraints which are likely to severely limit any potential incremental development. Incremental growth would not positively contribute to the Council's New City Aspiration and would place some strain on local services. However, depending on its location, it could be achieved whilst respecting the overall Green Belt objective.

(2) Urban Extension

Overview	Up to 2,000 new homes plus 441 identified in the SHLAA
Contribution to New City Concept	An urban extension of this scale could make a moderate contribute to the Council's New City Aspiration
Green Belt implications	This growth scenario could impact on the strategic importance of the Green Belt, depending on its location. It will require parcels making a moderate and strong contribution to the Green Belt to be developed. A sustainable settlement extension could not be accommodated without releasing parcels making a strong contribution.
Supporting Role of Town Centre	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, including via public transport.
Primary school Implications	In principle, this growth option could be partially accommodated by the existing capacity already available within the east Warrington area. However, the clustering of available development sites may place additional pressure on a small number of existing primary schools as collectively the sites are predominantly concentrated in one location and reliant on a single access point across the motorway. A new primary school of a minimum of 2FE would therefore be required to support an extension of this size in this location.
Secondary school implications	There will not be capacity in the three secondary schools within the east area to accommodate this growth option. Any development of this nature would result in a longer term change to the distribution of pupils and therefore whilst new pupils living in eastern Warrington could be accommodated through expansion, there would be wider implications which would need to be considered in respect of the capacity of other secondary schools in north Warrington.
Health facility implications	There is no capacity for new patients and the demand for health facilities from this level of growth would require the provision of a satellite health facility to provide for additional capacity for an existing GP practice.
Local Road Network	This option would cause some increase in traffic levels and delays on the local highways network at peak travel times. This would need to be mitigated by selective local highways improvements or new routes depending on the specific sites brought forward and after an investigation of the future traffic levels. In the context of the sites submitted adjacent to the motorway, the impact on the local road network and access to the sites could be problematic.
Strategic Road Network	This scenario could cause a significant increase in traffic levels and delays at the at M6 (J20) junction and, to some extent, to M62 (J11). This would require further empirical assessment by Highways England to gauge the exact level of the impact on the SRN.
Public Transport	This scenario could help sustain some local bus services and could improve their potential for growth. This would depend on site location, design and availability of kick start funding. However a strategy to encourage modal shift from car to bus will be followed and will require supporting with appropriate bus priority measures and bus passenger facilities.
Active Travel	An increase in travel demand towards key destinations such as the town centre, retail or other employment sites would necessitate the consideration of direct, attractive and segregated routes alongside the primary routes to cater for walking and cycling journeys. The design and layout of any development should ensure that active travel opportunities are not compromised. In the context of the sites submitted adjacent to the motorway, the impact of

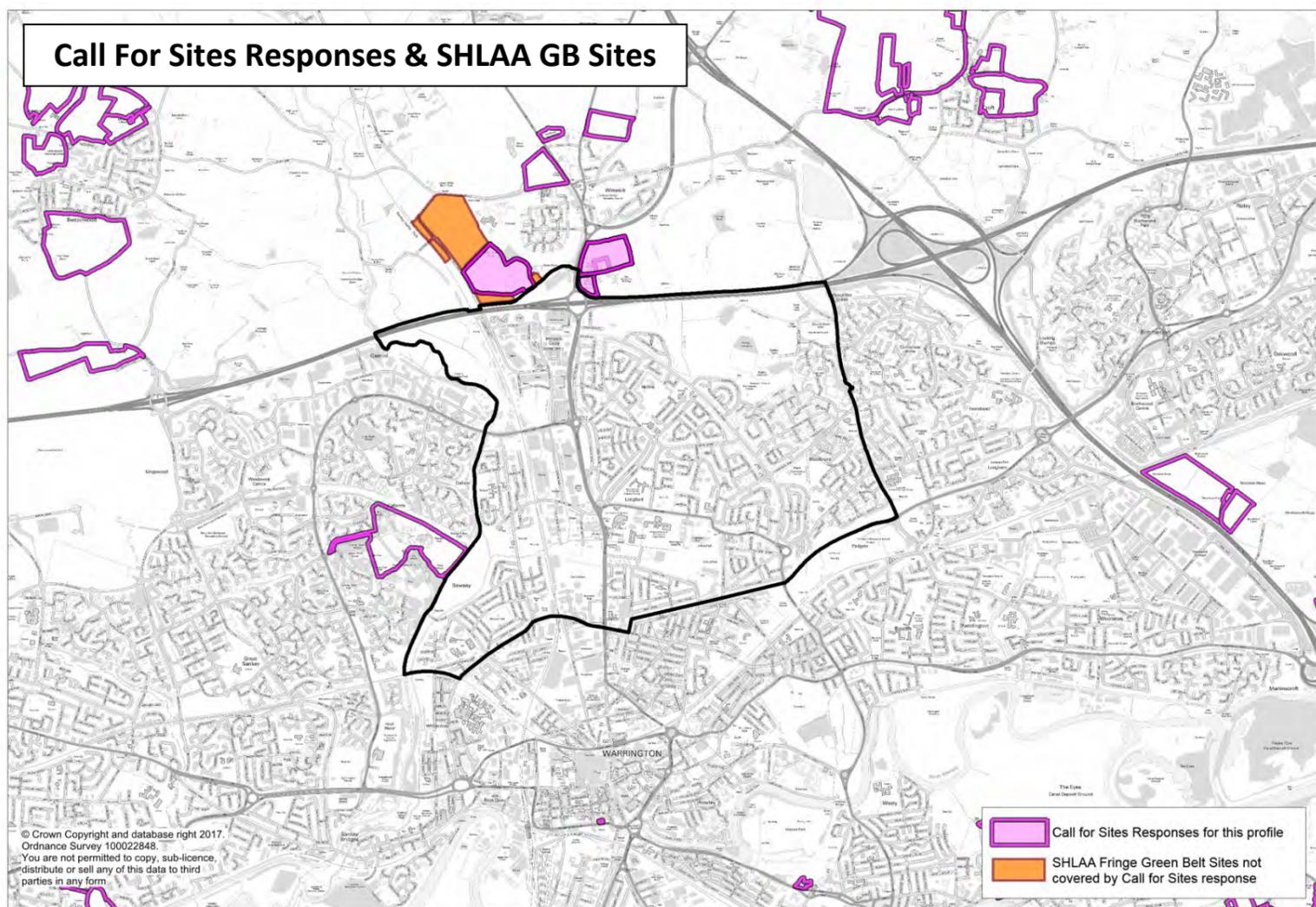
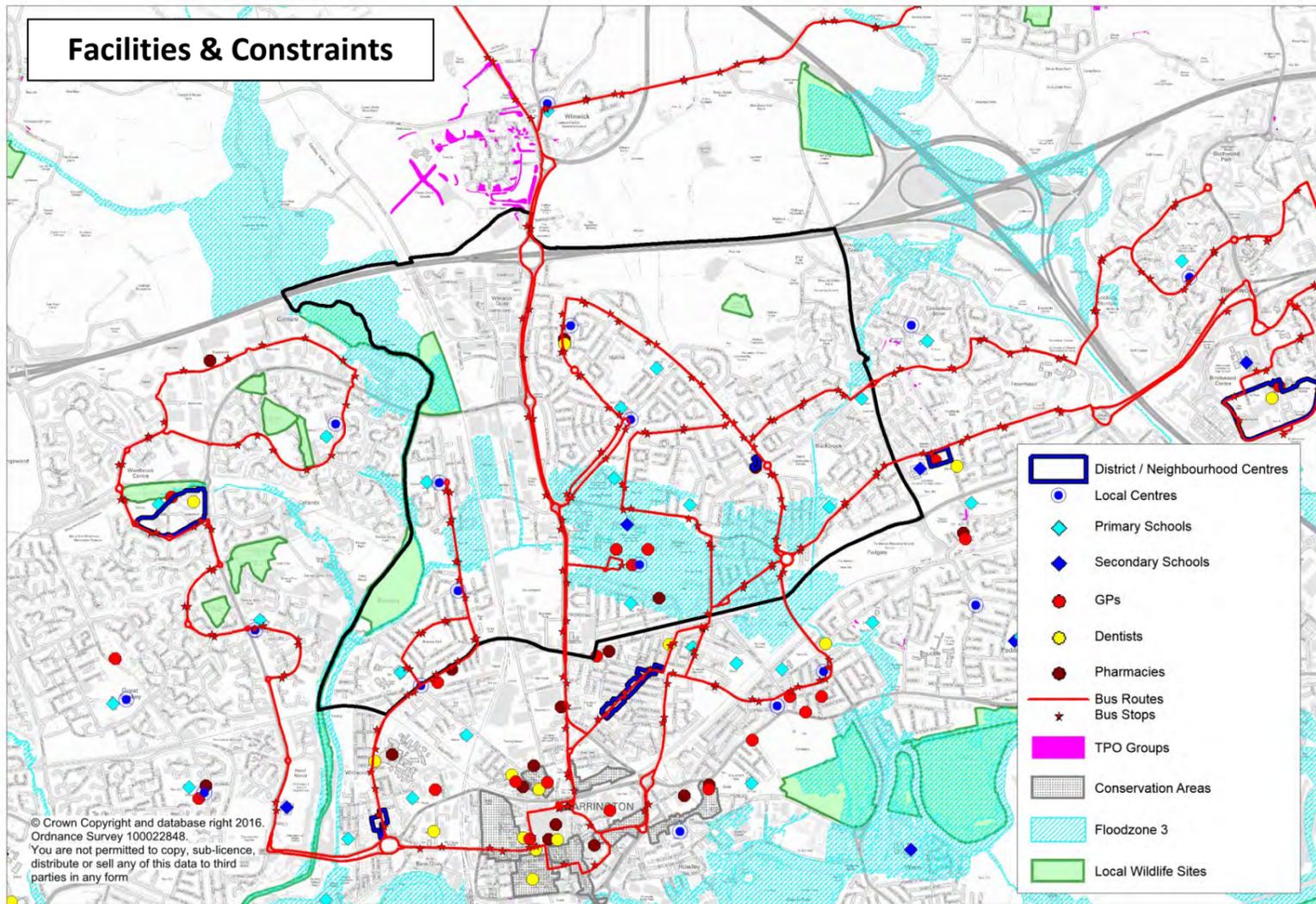
	active travel provision and how this may be accessed in relation to the sites could be problematic.
Open Space, Sport and Recreation	Existing facilities may not be able to accommodate the demands from an urban extension. New sports pitches and a major new park may be required as well as more localised areas of informal open space and children's play space.
Character implications	This option would provide additional development 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. However given the location of the sites submitted adjacent to the motorway, this could change the character of the eastern edge of the main urban area.
Delivery issues	There are realistic development site options to deliver an urban extension. There is also the advantage of a relatively low number of large landowners. However, given the location of the sites submitted adjacent to the motorway, there may be deliverability issues in terms of access and ground conditions. It would be necessary to demonstrate that the increase in development value would be sufficient to be able to contribute to the required infrastructure.
Environmental considerations & prudent use of resources	The area is known to have peat reserves, is in proximity to Woolston Eyes SSI, a Local Wildlife site and part of the area is within Flood Zone 3. Sites in proximity to the motorway will also have air quality and noise issues. This may severely limit the potential for an extension of this scale.
Any other issues	N/A
Comparison with Plan objectives & overall assessment	An urban extension in the east would provide a moderate contribution to the Council's New City aspirations. However, the location and clustering of available sites on the opposite side of the motorway, the presence of peat in the area, proximity to a SSSI and Local Wildlife Site, flood risk and air quality are practical constraints which are likely to severely limit the potential for an extension of this scale. An extension of this size is also likely to impact on the strategic function of the Green Belt.

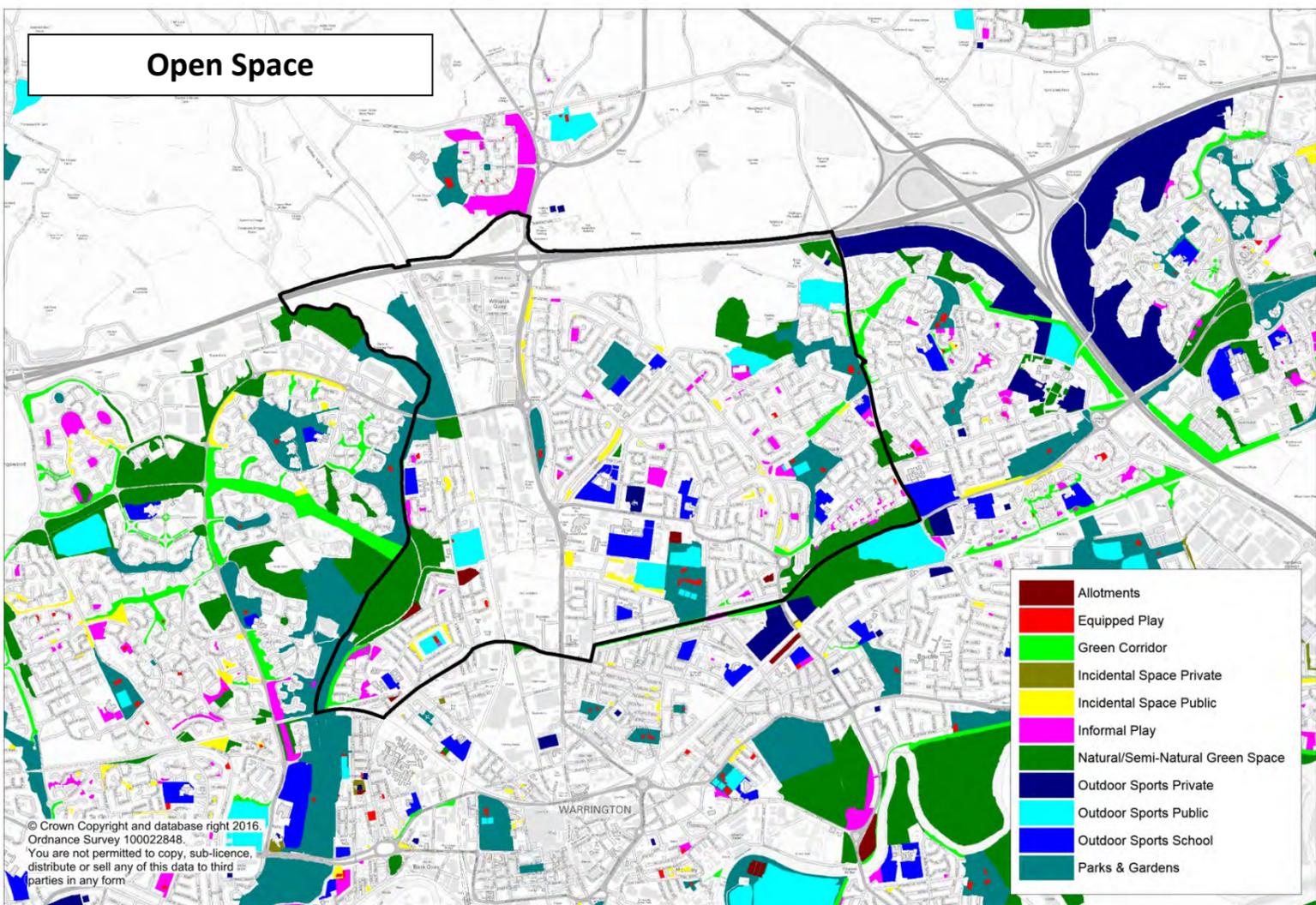
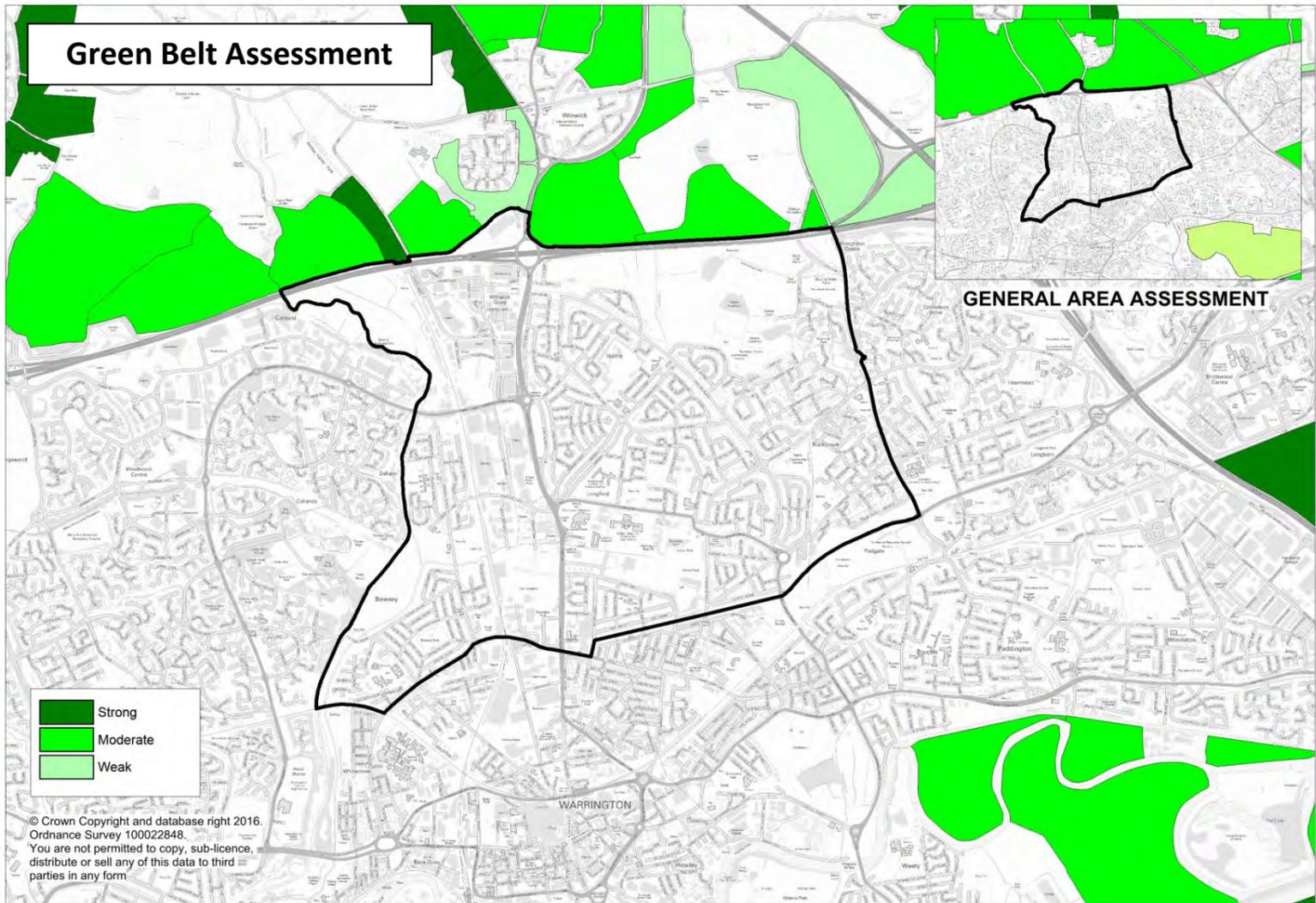
(3) Site Maximisation

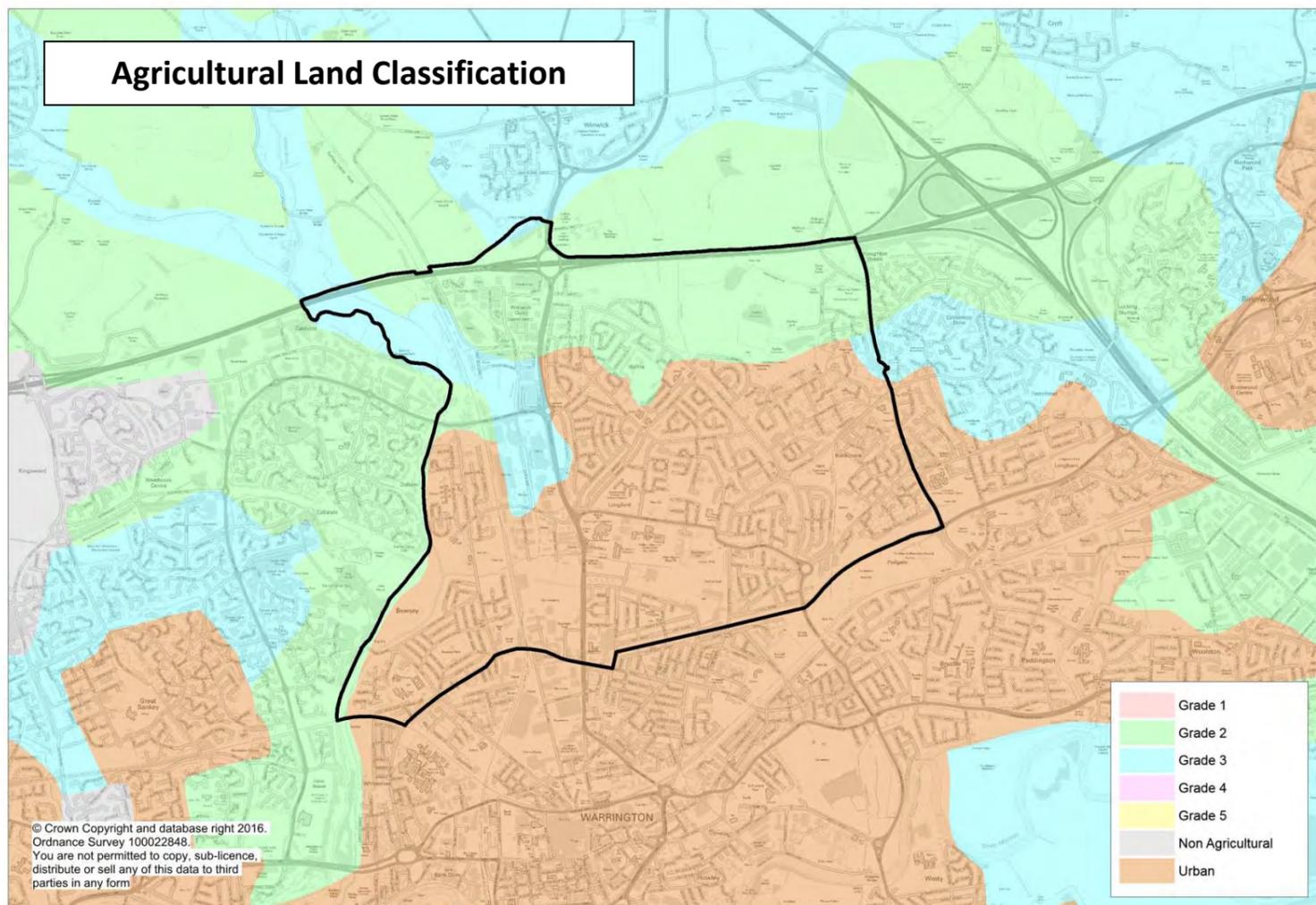
Overview	Up to 3,300 new homes plus 441 identified in the SHLAA
Contribution to New City Concept	This urban extension would make a moderate contribute to the Council's New City Aspiration
Green Belt implications	This growth scenario could impact on the strategic importance of the Green Belt, depending on its location. It will require parcels making a moderate and strong contribution to the Green Belt to be developed. An extension of this scale could not be accommodated without releasing parcels making a strong contribution.
Supporting Role of Town Centre	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, including via public transport.
Primary school Implications	In principle, this growth option could be partially accommodated by the existing capacity already available within the east Warrington area. A minimum of a 2 form entry primary school would still be required to accommodate this option. However, the clustering of available development sites may place additional pressure on a small number of existing primary schools as collectively the sites are predominantly concentrated in one location and reliant on a single access point across the motorway. This may therefore require a second primary school to support an extension of this size in this location.
Secondary school implications	There will not be capacity in the three secondary schools within the east area to accommodate this growth option. Any development of this nature would result in a longer term change to the distribution of pupils and therefore whilst new pupils living in eastern Warrington could be accommodated through expansion, there would be wider implications which would need to be considered in respect of the capacity of other secondary schools in north Warrington.
Health facility implications	There is no capacity for new patients and the demand for health facilities from this level of growth would require the provision of a new health facility for a new practice.
Local Road Network	This option would cause some increase in traffic levels and delays on the local highways network at peak travel times. This would need to be mitigated by selective local highways improvements or new routes depending on the specific sites brought forward and after an investigation of the future traffic levels. In the context of the sites submitted adjacent to the motorway, the impact on the local road network and access to the sites could be problematic.
Strategic Road Network	This scenario could cause a significant increase in traffic levels and delays at the at M6 (J20) junction and, to some extent, to M62 (J11). This would require further empirical assessment by Highways England to gauge the exact level of the impact on the SRN.
Public Transport	This scenario could help sustain some local bus services and improve their potential for growth. This would depend on site location, design and availability of kick start funding. However a strategy to encourage modal shift from car to bus will be followed and will require supporting with appropriate bus priority measures and bus passenger facilities.
Active Travel	An increase in travel demand towards key destinations such as the town centre, retail or other employment sites would necessitate the consideration of direct, attractive and segregated routes alongside the primary routes to cater for walking and cycling journeys. The design and layout of any development should ensure that active travel opportunities are not compromised. In the context of the sites submitted adjacent to the motorway, the impact of active travel provision and how this may be accessed in relation to the sites could be problematic.
Open Space, Sport and Recreation	Existing facilities will not be able to accommodate the demands from a major urban extension. New sports pitches, a major new park and more localised areas of informal open space and children's play space will be required.
Character implications	This option would provide additional development 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. However given the location of the sites submitted adjacent to the motorway, this could change the character of the eastern edge of the main urban area.
Delivery issues	There are realistic development site options to deliver a settlement extension. There is also the advantage of a relatively low number of large landowners. However, given the location of the sites submitted adjacent to the motorway, there may be deliverability issues in terms of access and ground conditions. It would be necessary to

	demonstrate that the increase in development value would be sufficient to be able to contribute to the required level of infrastructure.
Environmental considerations & prudent use of resources	The area is known to have peat reserves, is in proximity to Woolston Eyes SSI, a Local Wildlife site and part of the area is within Flood Zone 3. Sites in proximity to the motorway will also have air quality and noise issues. This may severely limit the potential for an extension of this scale.
Any other issues	N/A
Comparison with Plan objectives & overall assessment	Maximisation of sites to create a major urban extension in the east would provide a moderate contribution to the Council's New City aspirations. However, the location and clustering of available sites on the on the opposite side of the motorway, the presence of peat in the area, proximity to a SSSI and Local Wildlife site, flood risk and air quality are practical constraints which are likely to severely limit the potential for an extension of this scale. An extension of this size will also impact on the strategic function of the Green Belt.

North Warrington Settlement Profile







Population	
N Warrington Residential Addresses (Jan 2017) -	11,821
N Warrington Estimated Pop (Jan 2017) –	11,821 x 2.35 x 96% = 26,668
Demographic Information	
Age Profile (for Orford Ward – (Estimated 2015)	21.3% aged under 16 / 63.7% aged 16-64 / 15.0% aged 65+
Housing Tenure (for Orford Ward –(Census 2011)	<p>Households (Census) source: Census 2011</p> <p>Households by tenure (%)</p> <ul style="list-style-type: none"> Households rented from council or equivalent (%) 18.5 Households rented from other private owners (%) 1.2 Households rented from other social landlords (%) 7.5 Households owned outright (%) 28.1 Households owned with a mortgage or loan (%) 34.3 Households rented from private landlord or letting agency (%) 9.3 Households where occupiers living rent free (%) 1.0 Households in shared ownership (%) 0.2 <p>Powered by esd</p>
Employment Rate (for Orford Ward – (Census 2011)	Employed Full /Part Time or Self Employed – 77.3% Unemployed – 9.8%

Facilities			
Primary Schools	Size	Current capacity position	Expansion Potential
Bewsey Lodge Primary School	1.5FE	Moderate capacity	Difficult
Brook Acre Community Primary School	1FE	At or near capacity	Good
Dallam Community Primary School	1FE	At or near capacity	None
Meadowside Community Primary School	1FE	At or near capacity	Good
St Andrews CE Primary School	1FE	Limited capacity	None-Site constrained
St Bridgets Catholic Primary School	1FE	At or near capacity	Difficult
St Margarets CE Primary School	2FE	At or near capacity	Difficult
St Stephens Catholic Primary School	1FE	At or near capacity	None-Site constrained
Warrington St Anns CE Primary School	1FE	At or near capacity	Difficult
Winwick CE Primary School	1FE	Limited capacity	None-Site constrained

Forecast capacity-			
All schools are forecast to be at or near capacity through child yield from existing population and known new development within the existing urban area early in the plan period. There may also be an overspill of demand from the central area which could place further pressure on primary schools in the north.			
Secondary Schools			
Beaumont Collegiate Academy	6FE	Limited capacity	Limited
Beaumont Collegiate Academy is forecast to be at or near capacity through child yield from existing population and known new development within the existing urban area by the early part of the plan period.			
GP Surgeries			
It is useful to note that patients can choose to register with any Practice and may not necessarily choose one close to where they live. Current catchment areas are quite large. Analysis on projected GP list sizes is based on current GP flows. Residents of the three main wards covered by this central settlement area are currently registered with a spread of Practices: Folly Lane MC (16%), Greenbank Surgery (15%), Fearnhead MC (15%), Eric Moore Partnership (13%), Guardian Street MC (10%). For completeness, an overview of capacity at these Practices has also been included although they are not physically located within the Warrington North settlement area.			
Eric Moore Partnerships	7 Clinical Rooms at main Practice site plus additional rooms at new branch.	New building opened in September 2016 and has adequate clinical space to expand its patient list	New build opened in September 2016 and adequate capacity in new facility.
Four Seasons MC	5.5 Clinical Rooms	Located in Orford Jubilee. Adequate clinical space to allow the practice to register new patients.	Practice located in Jubilee Hub which has adequate clinical space.
Parkview MC	3 Clinical Rooms plus access to shared clinical space within HC.	Available capacity within rooms shared with 4 Seasons.	Practice located in Jubilee Hub which has adequate clinical space.
Folly Lane MC	18 Clinical Rooms	Available capacity	Space available within the building for additional clinical rooms and land available on site for further expansion.
Greenbank MC	12 Clinical Rooms	At capacity	No room to expand. The building was renovated circa 2000 and includes a pharmacy. Whilst the Practice haven't indicated an issue with space as yet calculations suggest they have reached capacity and would be unable to accommodate a large increase in list size.
Fearnhead MC (plus Longford Street)	14 Clinical Rooms	At capacity	Expansion of current site unclear due to dispute with landlord.
Guardian MC	13 Clinical Rooms	Nearing capacity currently With SHLAA projections Practice will be at capacity	Scope to extend onto car park if required.
Other Facilities			
Pharmacies	3		
Dentists	1		
Retail Centres	Poplars Ave / Capesthorpe Road Neighbourhood Centre - The centre consists of eight retail units, and one A2 units which are national chains (Lloyds TSB and Betfred). The centre comprises a total of 5 A1 convenience units, accounting for 46% of total landuse. There are no vacancies however there is little diversification within the existing units.		
Other Community Facilities	10 community/ neighbourhood centres, 3 children's centres, Greenwood Centre, 1 community café, 4 schools*, 1 club, 1 church*, Hawthorne Centre*		
*available for community use/hire			
Local Highways Network			
This area includes a number of primary routes carrying heavy traffic including the A574 and A49. There is peak hour traffic congestion on all distributor roads in this area on all working days. The A49 is frequently used as the main motorway diversion route through Warrington when there are incidents on the M6. There are no planned local highway improvements. However during 2017/18 there will be the introduction of a network management scheme in 2017/18 using Bluetooth technology on most of the primary corridors in this area which should generate journey time savings.			
Strategic Highways Network			
There is direct access to the SHN is via J9 of the M62. This junction is frequently congested at peak hours.			
Public Transport			
The area is served by 11 bus services: - (not checked. Suggests showing to John McCoroskin) No. 16/16A – (Quarter Hourly) - Warrington to Dallam No. 19 – (Half Hourly) - Warrington to Leigh			

	<p>No. 20 – (Quarter Hourly) – Warrington to Orford Circular No. 21 – (Quarter Hourly) – Warrington to Orford Circular No. 22 – (Hourly) - Warrington to Vulcan No. 25 – (Half Hourly) – Warrington to Gorse Covert No. 17/A/C – (Half Hourly) – Callands to Warrington to Birchwood No. 23/23A – (Half Hourly) – Warrington to Cinnamon Brow</p> <p>There is no direct access to a rail station. The nearest rail stations are Warrington Bank Quay and Warrington Central.</p>	
Active Travel	<p>Many more people walk or cycle to work (an average of 15%) in this area than use bus or rail. This is clearly beneficial in terms of reducing the impact on the highway network as well as the obvious environmental, health and amenity benefits. However, an average of 61% of people in this area travel to work by car or van. Any transport strategies developed to support planned development proposals must allow for this important Active Travel mode and provide the appropriate facilities and schemes.</p>	
Conservation	<p>The area contains or borders 0 conservation areas . The area contains 7 statutory listed buildings</p>	
Open Space, Sport and Recreation	<p>POS: North Warrington has a significant deficit of all types of POS with the exception of parks and gardens. In terms of equipped play there are 6 LAPs and 4 LEAPs and 4 NEAPs. Sports Pitches: The Central Warrington area has a good range of sports pitches that include cricket, both rugby league and union, hockey and football pitches. However, there are significant deficits of pitches in some sports (Both rugby league and football junior). Built facilities: The Central Warrington area has a number of private gyms/swimming pools; several bowling clubs. In addition, there are several AGP pitches. There is one Neighbourhood Hub providing leisure facilities located in the Central Neighbourhood Area (CNA). There are 4 swimming pools located in the CNA, located at 3 sites. The only public pool (OJNH) is operating at capacity, whilst the private pools are operating at about 50% capacity. There are 3 sports halls located in the CNA (Beaumont Collegiate Academy, Orford Jubilee Neighbourhood Hub and Warrington Sports for All Centre), on 3 separate sites. 2 of the 3 sports halls that are available for community use, are located on school sites, so where such facilities are available for community use, this use is generally restricted to evenings and weekends during school term time. The sports halls are all operating at near capacity.</p>	
Green Belt Overview	<p>There are 3 General Areas bordering the settlement of which 0 are Strong, 3 are Moderate and 0 are Weak. There are 7 individual parcels bordering the settlement of which 1 is Strong, 5 are Moderate and 1 is Weak.</p>	
Landscape Character Overview	<p>The areas within and adjoining North Warrington are identified as falling within Types 1- Undulating Enclosed Farmland, Type 4-Level Areas of Farmland and Former Airfields and Type 5- River Flood Plain of the Warrington Landscape Character Assessment (2007) and are characterised through areas 1C, 4A and 5C . Within Area 1C the agriculture predominantly consists of arable fields, intensely cropped, with poorly maintained remnant hedgerows with few hedgerow trees. Small deciduous woodlands form backdrops to views within the landscape and the area also contains three knolls to the north west corner. Within Area 4A These areas consist of large, even and reasonably flat land creating their own distinctive landscape character. Within Area 5C the landscape is characteristically flat with broad expansive areas of flood plain in the vicinity of Causey Bridge. These areas are mainly used for arable crops within large-scale field boundaries similar in character and merging with neighbouring Areas. Very few trees and shrubs are associated with the banks of the Brook, reducing its status as a major feature in the landscape.</p>	
Housing Capacity	No. Of Sites	No. Of Units
Estimated Capacity within SHLAA Urban Area	55	1,625
Estimated Capacity within SHLAA Fringe GB Sites not in Call for Sites Responses	2	636 (21.20Ha at 30dph)
Estimated Capacity from Call for Sites Responses	Fringe – 4	Fringe - 530

Growth Scenarios

(1) Incremental Growth

Overview	Up to 1,200 homes in addition to the 1,625 identified in the SHLAA
Contribution to New City Concept	Incremental growth would not positively contribute to the Council's New City Aspiration
Green Belt implications	Incremental growth would require parcels making a weak and moderate contribution to the Green Belt to be developed. Incremental growth could be accommodated without releasing parcels making a strong contribution to the Green Belt.
Supporting Role of Town Centre	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, including via public transport.
Primary school implications	A limited amount of incremental growth may be able to be accommodated within existing schools but given the forecasted capacity constraints, providing for up to 1,200 homes would not be possible without the provision of an

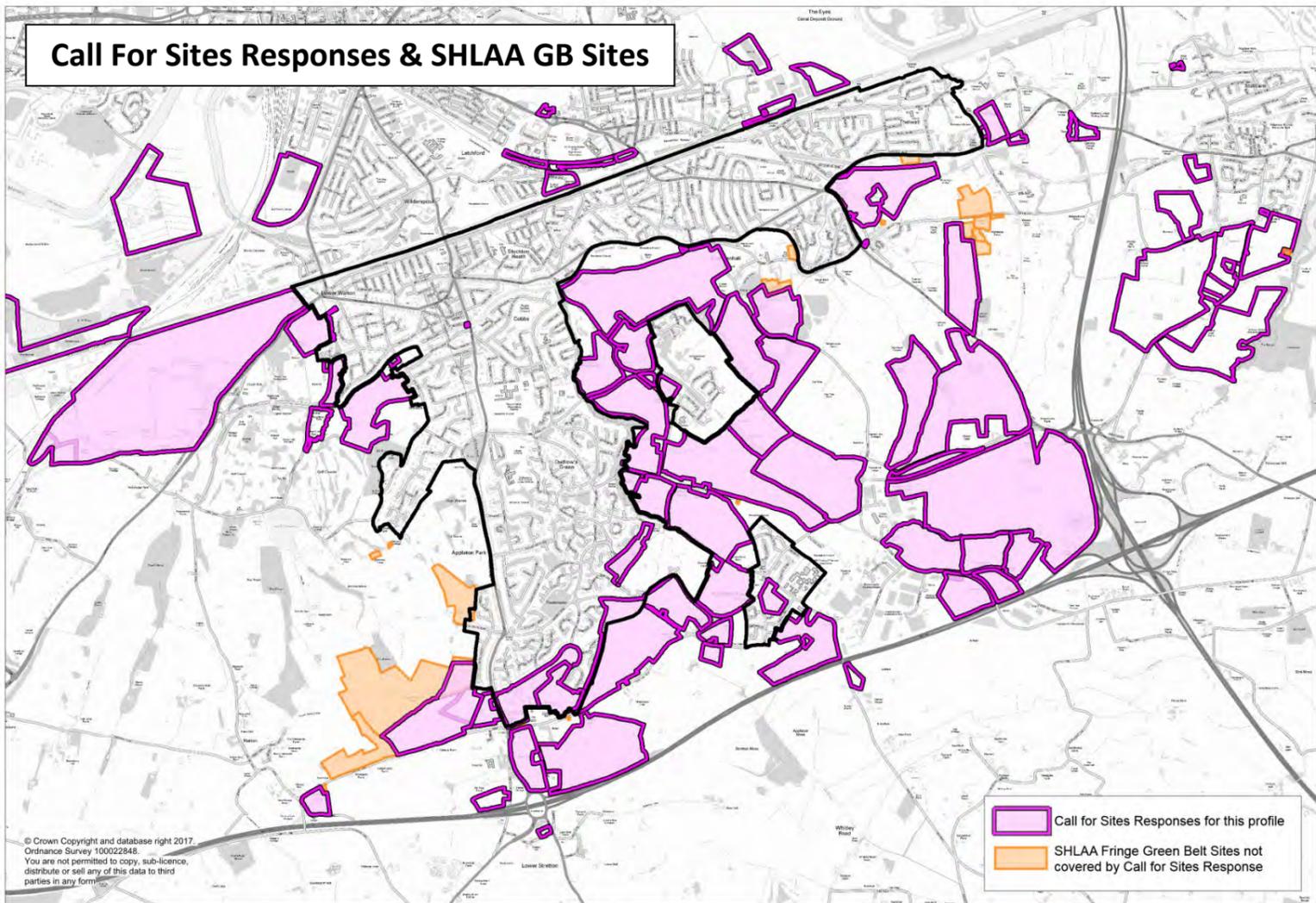
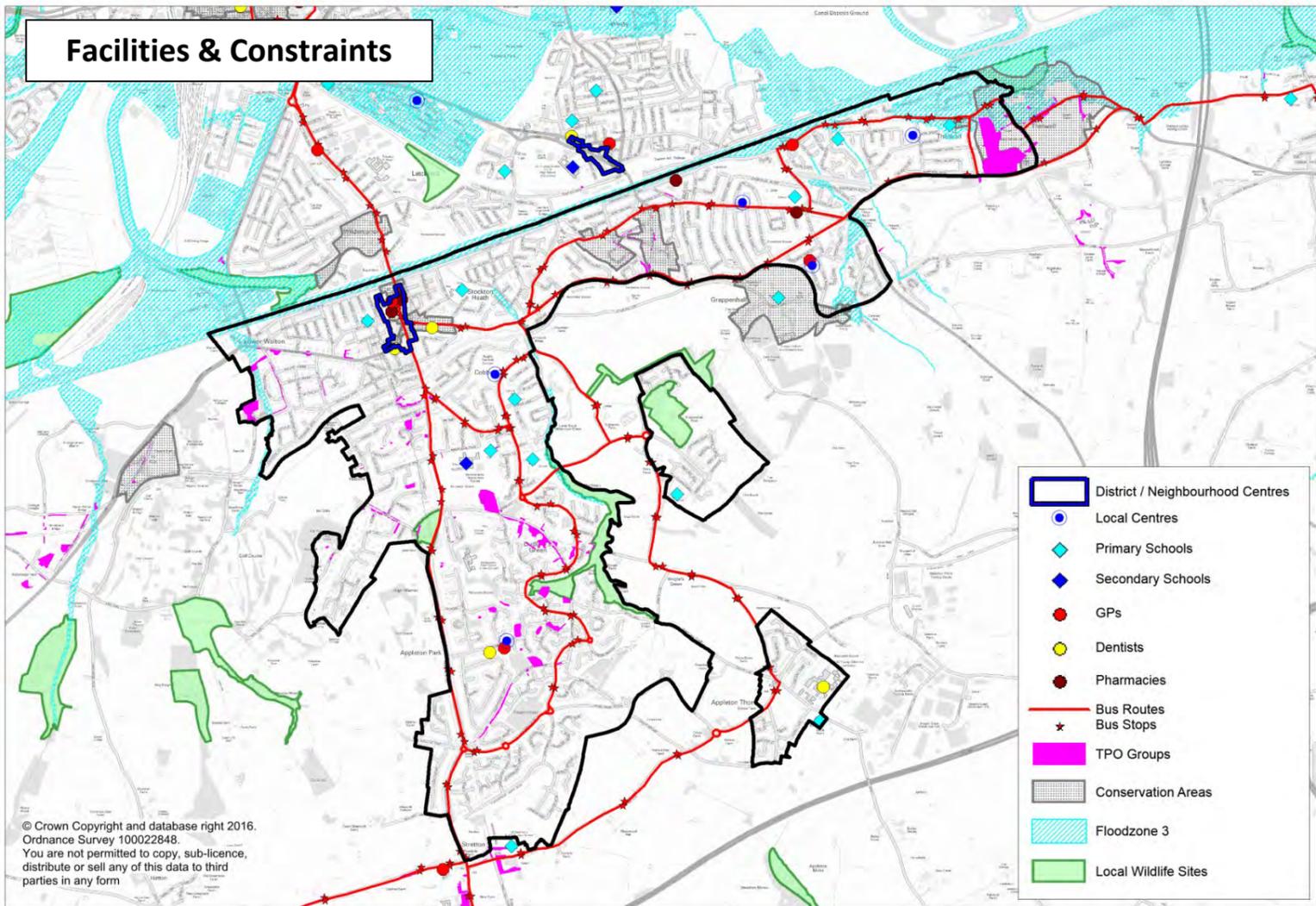
	additional 1.5 form entry primary school.
Secondary school implications	Beamont Collegiate Academy currently has limited capacity, but is predicted to be at or near capacity and the option to expand if required is limited. Incremental growth would put pressure on the existing high schools and will inevitably result in a longer term change to the distribution of pupils which would need to be considered in respect of the capacity of other secondary schools in the north and centre
Health facility implications	There is adequate capacity within the existing health care provision to accommodate incremental growth. Depending on growth elsewhere in this part of the borough, this may cumulatively result in capacity issues which could require an expansion of existing facilities.
Local Road Network	Incremental housing growth could cause a marginal increase in traffic levels and delays on existing links and junctions from the current levels. Further empirical investigation would be required to confirm the exact nature of the traffic growth impacts.
Strategic Road Network	Incremental growth could cause a marginal increase in traffic levels on the M62 with some delays at J9. This would require further empirical assessment by Highways England to gauge the exact level of the impact on the SRN.
Public Transport	Incremental growth would only create a marginal increase in the potential market for the local bus services serving this area. However a strategy to encourage modal shift from car to bus will be in place and could be supported with appropriate bus priority measures and bus passenger facilities.
Active Travel	No significant change to the current provision though the design and layout of any development should ensure that active travel opportunities are not compromised. In the context of the sites submitted north of the motorway, the impact active travel provision and how this may be accessed in relation to the sites could be problematic.
Open Space, Sport and Recreation	Whilst, there are deficits of most types of POS, incremental development would not place additional demands on existing open space provision, when account is taken of nearby capacity in the settlement of Winwick, over and above localised provision of open space and children's play areas. Incremental growth would place additional demands on existing sports pitches/facilities which are running at or near capacity. Incremental growth will require new sports pitches and new indoor sports facilities, either as a stand along facility or as part of a new neighbourhood hub with health and wider community facilities.
Character implications	Incremental growth would provide additional development 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 would therefore be no detrimental impact on the northern area of the main urban area of Warrington. However, an assessment of the scale and location of the sites and their relationship with Winwick must also be considered. Any significant level of incremental growth could result in Winwick merging with the main urban area.
Delivery issues	There are multiple realistic development site options to deliver incremental growth. The uplift in land value from potential development sites is considered sufficient to deliver the level of infrastructure required to support incremental growth.
Environmental considerations & prudent use of resources	The sites are in close proximity to the M62 and therefore there may be air quality and noise issues.
Any other issues	The sites submitted would need to be assessed in relation to their proximity to Winwick and any capacity issues within this settlement.
Comparison with Plan objectives & overall assessment	Whilst incremental growth may be a reasonable option in principle, it would not positively contribute to the Council's New City Aspirations and the clustering of available development sites within the green belt north of the motorway and their proximity to the settlement of Winwick are likely to result to environmental and character issues. In addition, anything other than limited incremental growth would require a new primary school. However, depending on its location, it could be achieved whilst respecting the Green Belt objective.

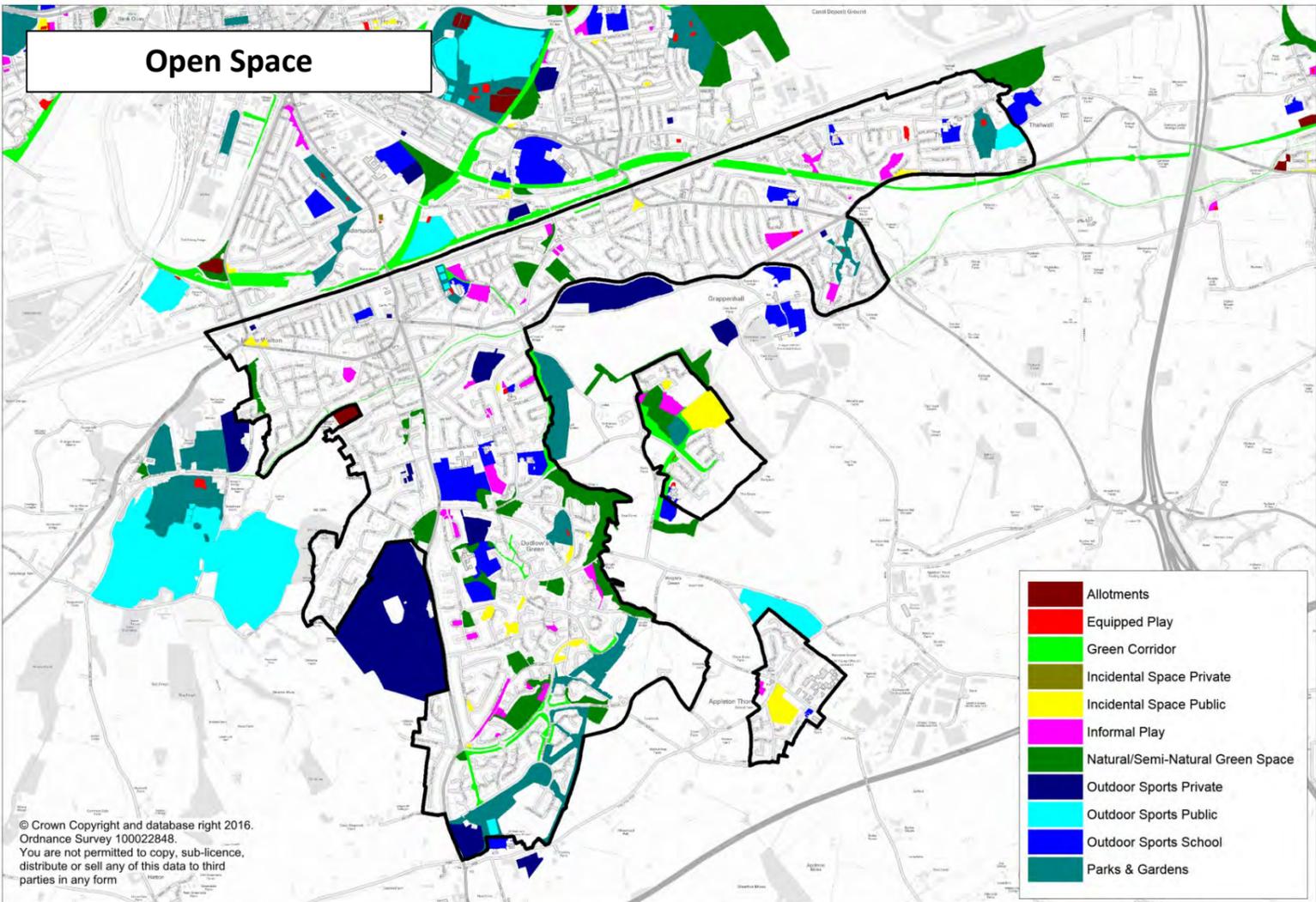
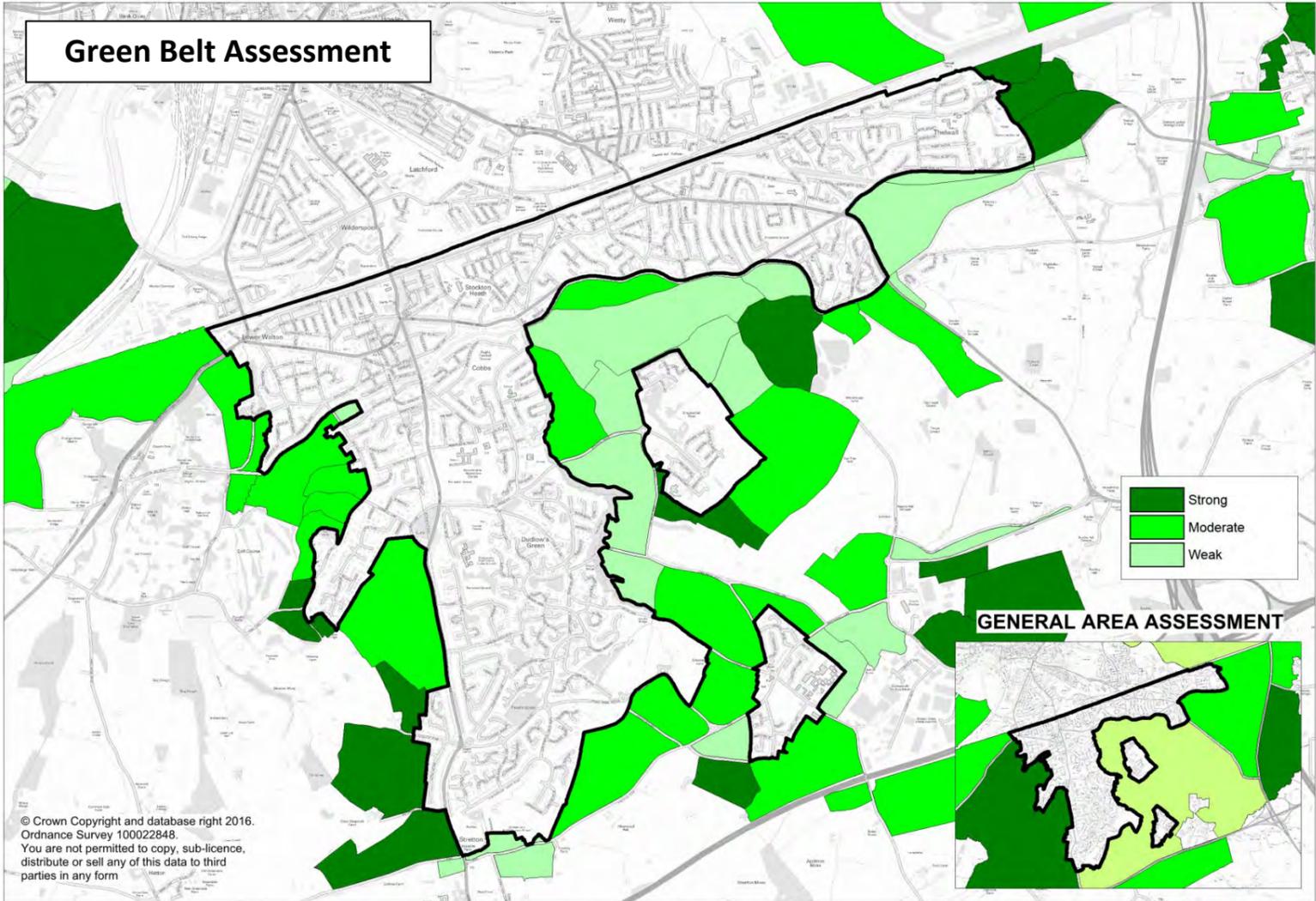
(2) Urban extension

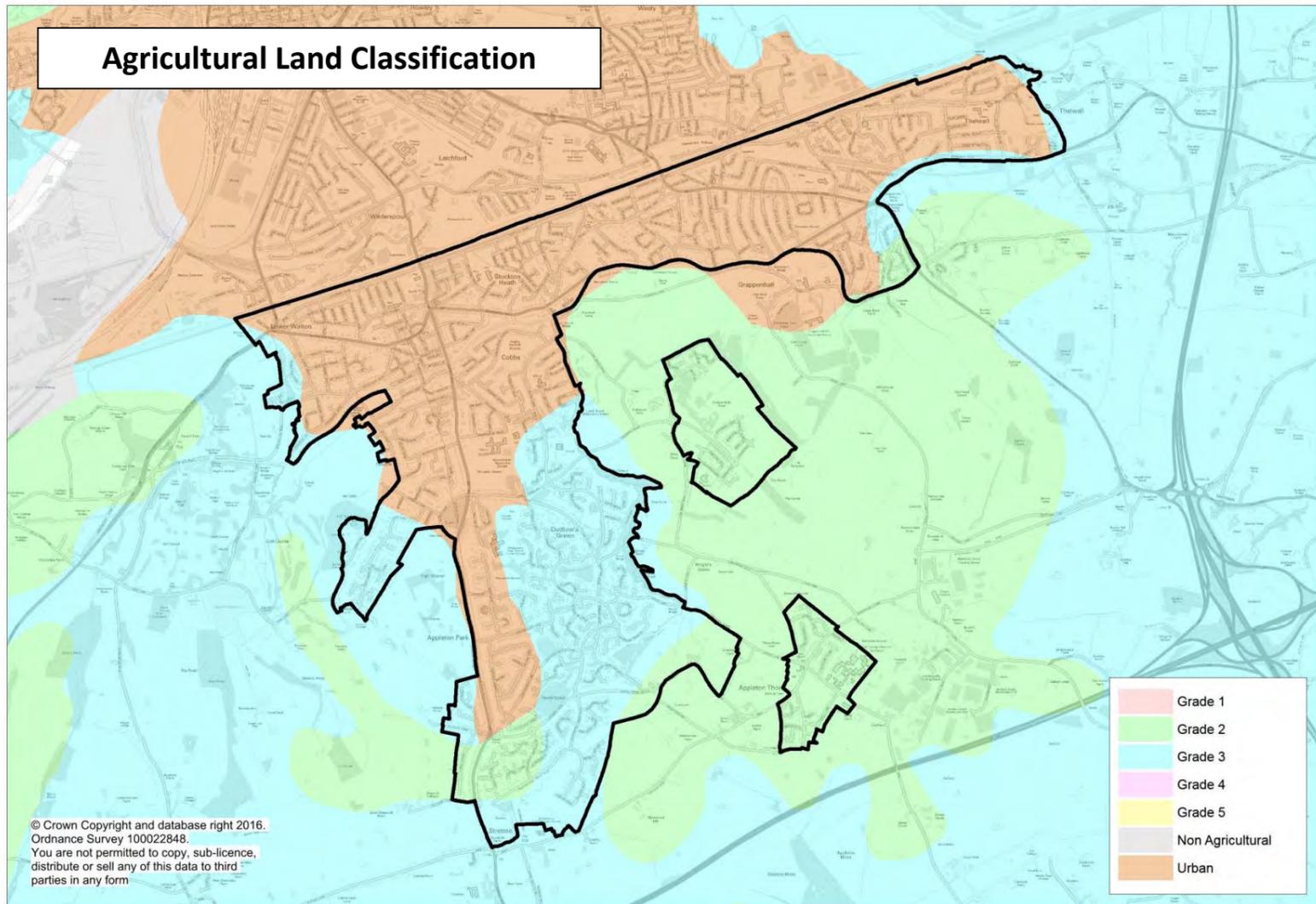
Overview	Up to 1,400 homes in a single urban extension in addition to the 1,625 identified in the SHLAA. To achieve this level of growth it would be necessary to include sites adjacent to Winwick.
Contribution to New City Concept	An urban extension of this scale could make a moderate contribution to the Council's New City aspiration.
Green Belt implications	This option could be achieved without compromising the strategic importance of the Green Belt. It is likely to require parcels making a weak and moderate contribution to the Green Belt to be developed.
Supporting Role of Town Centre	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, including via public transport.
Primary school implications	An additional 1,400 homes would require a 2 form entry primary school.
Secondary school implications	Beamont Collegiate Academy currently has limited capacity, but is predicted to be at or near capacity and the option to expand if required is limited. Urban extension would put pressure on the existing high schools and will inevitably result in a longer term change to the distribution of pupils which would need to be considered in respect of the capacity of other secondary schools in the north and centre
Health facility implications	There is adequate capacity within the existing health care provision to accommodate this scale of urban extension. Depending on growth elsewhere in this part of the borough, this may cumulatively result in capacity issues which could require an expansion of existing facilities.
Local Road Network	An urban extension could cause an increase in traffic levels and delays on existing links and junctions from the current levels. Further empirical investigation would be required to confirm the exact nature of the traffic growth impacts.

Strategic Road Network	An urban extension could cause an increase in traffic levels on the M62 with some delays at J9. This would require further empirical assessment by Highways England to gauge the exact level of the impact on the SRN.
Public Transport	An urban extension could create a marginal increase in the potential market for the local bus services serving this area. However a strategy to encourage modal shift from car to bus will be in place and could be supported with appropriate bus priority measures and bus passenger facilities.
Active Travel	No significant change to the current provision though the design and layout of any development should ensure that active travel opportunities are not compromised. In the context of the sites submitted north of the motorway, the impact active travel provision and how this may be accessed in relation to the sites could be problematic.
Open Space, Sport and Recreation	Whilst, there are deficits of most types of POS, an urban extension would not place additional demands on existing open space provision, when account is taken of nearby capacity in the settlement of Winwick, over and above localised provision of open space and children's play areas. An urban extension would place additional demands on existing sports pitches/facilities which are running at or near capacity. An urban extension could require new sports pitches and new indoor sports facilities, either as a stand along facility or as part of a new neighbourhood hub with health and wider community facilities.
Character implications	This scale of urban extension in close proximity to Winwick would inevitably impact on its existing character and the surrounding landscape. It would effectively merge Winwick into the main urban area.
Delivery issues	There are only sufficient development site options to deliver this growth option if the sites adjacent to the north of Warrington are combined with the sites adjacent to Winwick. 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 this growth scenario. There is however the issue of how a new primary school would be delivered given the fragmented nature of the available sites.
Environmental considerations & prudent use of resources	Some of the available sites are in close proximity to the M62 and therefore there may be air quality and noise issues.
Any other issues	The sites submitted would need to be assessed in relation to their proximity to Winwick and any capacity issues in this settlement.
Comparison with Plan objectives & overall assessment	An urban extension could make a moderate contribution to the Council's New City Aspiration and could be achieved without impacting on the strategic importance of the Green Belt. An urban extension of this scale would however effectively subsume Winwick within the main urban area. This will inevitably impact on its existing character and that of the surrounding landscape. There are also secondary schools capacity issues that would need to be addressed together with air quality and noise issues relating to sites in proximity to the M62.

South Warrington (inc Grappenhall Heys & Appleton Thorn) Settlement Profile







Population			
S Warrington Residential Addresses (Jan 2017) – G Heys Residential Addresses (Jan 2017) – A Thorn Residential Addresses (Jan 2017 –	10,887 271 379		
S Warrington Estimated Pop (Jan 2017) – G Heys Estimated Pop (Jan 2017) – A Thorn Estimated Pop (Jan 2017 –	10,887 x 2.35 x 96% = 24,561 271 x 2.35 x 96% = 611 379 x 2.35 x 96% = 855		
Demographic Information			
Age Profile (for Appleton Ward - Estimated 2015)	16.9% aged under 16 / 61.3% aged 16-64 / 21.8% aged 65+		
Housing Tenure (for Appleton Ward –Census 2011)	<p>Households (Census) source: Census 2011</p> <p>Households by tenure (%)</p> <ul style="list-style-type: none"> Households rented from council or equivalent (%) 3.6 Households rented from other private owners (%) 0.6 Households rented from other social landlords (%) 1.8 Households owned outright (%) 47.9 Households owned with a mortgage or loan (%) 41.0 Households rented from private landlord or letting agency (%) 3.7 Households where occupiers living rent free (%) 0.5 Households in shared ownership (%) 0.9 <p>Powered by eod</p>		
Employment Rate (for Appleton Ward –Census 2011)	Employed Full /Part Time or Self Employed – 76.1% Unemployed – 4.5%		
Facilities			
Primary Schools	Size	Current capacity position	Expansion Potential
Bradshaw Community Primary School	1FE	Limited capacity	Difficult
Broomfields Junior School	3FE	At or near capacity	Good
Grappenhall Heys Community Primary School	1FE	At or near capacity	Good
Grappenhall St Wilfreds CE Primary School	2FE	At or near capacity	None-Site constrained
St Monicas Catholic Primary School	1FE	At or near capacity	None
St Thomas CE Primary School	1FE	At or near capacity	Difficult
Stockton Heath Primary School	2FE	Moderate capacity	None
The Cobbs Infants School	3FE	Limited capacity	None
Thelwall Community Infant School	1.5FE	Limited capacity	None
Thelwall Community Junior School	1.5FE	Limited capacity	None

Forecast capacity-			
All schools are forecast to be at or near capacity through child yield from existing population and from new development within the existing urban area early in the plan period. The additional capacity which can be provided via expansion of existing schools will also be taken up by such development.			
Secondary Schools			
Bridgewater High School	10FE	Limited Capacity	Difficult-site constrained
Forecast capacity-			
The high school is forecast to be at or near capacity through child yield from existing population and new development within the existing urban area by the early part of the plan period.			
GP Surgeries			
CCA Partnership – Appleton	3 Clinical Rooms	At capacity	No space for expansion and looking at options for relocation.
Lakeside MC (plus Quays Branch)	5 Clinical Rooms	At capacity	Unable to extend on site due to its location.
Stockton Heath MC	19 Clinical Rooms	At capacity	Landlocked and unable to expand and currently engaged with the CCG to discuss moving to a new facility. Also exploring options to make better use of space and new internal layout.
Stretton MC (including Grappenhall Branch)	3 Clinical Rooms	At capacity	Current facility is not fit for purpose and currently engaged with the CCG to discuss moving to a new facility.
Other Facilities			
Pharmacies	5		
Dentists	4		
Retail Centres	Stockton Heath District Centre - There is a mix of independent and national chains represented along London Road in Stockton Heath. The larger units are occupied by A1 convenience chain stores including Sainsbury's, Co-op and Aldi supermarkets. There are a number of other chains located along London Road, which create a good mix of A1 comparison, convenience and service uses within the centre.		
Other Community Facilities	1 village hall, 1 parish hall, 8 schools*, 1 leisure centre, 3 churches*, 2 community centres, 1 Christian fellowship, 1 scouts, 2 libraries, 1 youth and community centre		
*available for community use/hire			
Local Highways Network			
	Peak hour congestion is experienced on the primary routes and this is exacerbated whenever there are incidents on the SHN and/or there is a peak hour opening of the three MSC swing bridges. There are no committed local highways improvements. However, the proposed Warrington Western Link will provide a new strategic link between the A56 and A57 and help to address some of the longer term travel demand issues expected to arise in this area. This scheme has secured development funding from the DfT's Large Local Major Scheme fund to allow the Council to develop an Outline Business Case during 2017.		
Strategic Highways Network			
	Access to the SHN is via J20 of the M6 using the A50, and J10 of the M56. There are no immediate proposals to improve these junctions or the adjacent link sections of the motorways.		
Public Transport			
	The area is served by 9 bus services: No. 5 – (Hourly) – Warrington to Altrincham via Stockton Heath / Lymm No. 6 – (Half Hourly) – Thelwall to Warrington via Grappenhall / Stockton Heath No. 6C – (Sporadic) – Warrington to Cobbs Estate No. 35 – (Hourly) – Warrington to Altrincham No. 7 – (Every 2 hours) - Warrington to Hatton No. 8 – (Hourly) - Warrington to Hatton No. 9 – (1/2 per day) - Warrington to Appleton Thorn No. 45 – (Every 2 hours) - Warrington to Northwich No. 46 – (Every 2 hours) - Warrington to Northwich The nearest rail stations are those in Warrington town centre (Bank Quay and Central).		
Active Travel			
	More people walk or cycle to work in this area than travel by bus or rail; however, the largest mode of transport used to travel to work is a car or van, with over 75% of people in this area using this mode of transport. The numbers of people making active travel choices is quite low compared with other parts of Warrington and much of this is due to the general lack of attractive, walking and cycling routes to key destinations. Any transport strategies developed to support planned development proposals must allow for this important Active Travel mode and provide the appropriate facilities and schemes.		

Conservation	The area contains or borders 6 conservation areas – Stockton Heath, Ackers Road, Victoria Rd/York Drive, Grappenhall Village, Thelwall Village and Walton Village. The area contains 29 statutory listed buildings	
Open Space, Sport and Recreation	<p>POS: South Warrington has a significant deficit of all types of POS with the exception of parks and gardens which have a small surplus. The majority of the deficits are in the older/northern parts of the area near to the Manchester Ship Canal. In terms of equipped play there are 2 LAPs and 7 LEAPs and 1 NEAPs.</p> <p>Sports Pitches: The South Warrington Neighbourhood has a good range of sports pitches that include cricket, both rugby league and union, hockey and football pitches. However, there are some deficits of pitches in a number of sports (Rugby league, football and cricket junior, and cricket and hockey senior). In addition, there are two golf courses (one public and one private).</p> <p>Built facilities: There is currently no Neighbourhood Hub providing leisure facilities in the Southern Neighbourhood Area. However, there is a Leisure Centre (Broomfields), which is located fairly centrally in the South Neighbourhood Area. There is another Leisure Centre at Lymm High School, which is accessible to eastern part of the southern area. There are 3 swimming pools located in the southern Neighbourhood Hub. Two are public (Broomfields and Lymm) and one member only (The Park Royal). The pool at Broomfields is operating at full capacity. However, there is some spare capacity at the other two pools.</p> <p>There are 3 sports halls located in the South Neighbourhood Area (including Lymm Leisure Centre). All 3 of the sports halls are available on a pay and play basis to varying degrees. Both the facilities at Broomfields and Bridgewater High School have a poor quality rating and Broomfields is operating at full capacity. The other two sports halls have some space capacity.</p> <p>In addition, there are two private, member only, health and fitness suites.</p>	
Green Belt Overview	There are 6 General Areas bordering the settlement of which 1 is Strong, 4 are Moderate and 1 is Weak. There are 53 individual parcels bordering the settlement of which 13 are Strong, 22 are Moderate and 18 are Weak. The weak parcels are predominantly located to the south east of the settlement.	
Landscape Character Overview	The areas adjoining South Warrington are identified as falling within Types 1-Undulating Enclosed Farmland and Type 3-Red Sandstone Escarpment of the Warrington Landscape Character Assessment (2007) and are characterised through areas 1A, 1B and 3A, of the assessment. Within Area 1A the farmland is a traditional mix of pasture and arable although more recent changes include noticeable areas of horse grazing, fishing ponds and a farm shop development. Within Area 1B farmland is generally undulating and slopes down to reasonably level areas of mosslands known as Appleton and Stretton Moss. Agriculture is mainly arable and is characteristically composed of very large fields with a sparsity of hedgerows. Within Area 3A the landscape character of this area comprises of strongly sloping land to the north, affording sweeping long distance views, occasionally restricted by the presence of linear deciduous woodlands, coverts and tree groups. The incised wooded valleys of Lumb Brook, its tributary Dipping Brook and the streams feeding Appleton Reservoir are also strong features in the landscape.	
Housing Capacity	No. Of Sites	No. Of Units
Estimated Capacity within SHLAA Urban Area	37	1,168
Estimated Capacity within SHLAA Fringe GB Sites not in Call for Sites Responses	22	2,604 (86.8Ha at 30dph)
Estimated Capacity from Call for Sites Responses	Urban - 3 Fringe – 29 Outer – 6	Urban – 264 Fringe – 12,097 Outer - 231

Growth Scenarios

(1) Incremental Growth

Overview	Up to 1,100 homes in addition to the 1,168 identified in the SHLAA.
Contribution to New City Concept	Incremental growth would not positively contribute to the Council's New City Aspiration.
Green Belt implications	Incremental growth could be achieved without impact on the strategic importance of the Green Belt, depending on its location. It is likely to require parcels making a weak and moderate contribution to the Green Belt to be developed. It could be accommodated without releasing parcels making a strong contribution.
Supporting Role of Town Centre	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, including via public transport.
Primary school implications	All primary schools are currently operating at or near to capacity and expansion potential will be taken up by sites in the existing urban area. Incremental growth cannot be accommodated through existing primary schools.
Secondary school implications	Bridgewater High School is forecast to be at capacity early in the Plan period. There is limited potential for expansion with the school operating out of two constrained sites. Incremental growth would result in a longer term change to the distribution of pupils and therefore whilst new pupils living in south Warrington originating from new development sites could be accommodated there would be wider implications which would need to be considered in respect of the capacity of other secondary schools in south and central Warrington.
Health facility implications	All GP facilities are currently operating at capacity with no expansion potential. Incremental growth is therefore not able to be supported by existing facilities. A new facility is being proposed as part of the Appleton Cross planning application to relocate existing practices into a new larger facility. Subject to planning permission, this facility is to

	provide a new building for existing GP practices in order to enable them to expand to accommodate demand from future development proposals in the urban area, as well as addressing existing deficiencies. The implications of this facility accommodating further growth would need to be assessed.
Local Road Network	<p>The local highways network is already under strain and further Incremental growth, over and above sites within the existing urban area, could result in significant detrimental impact. Further empirical investigation would be required to confirm the exact nature of the traffic growth impacts.</p> <p>The proposed Warrington Western Link will provide a new strategic link between the A56 and A57 and will improve the local road network to the north west of the southern area. Whilst the scheme is not committed it has secured development funding from the DfT's Large Local Major Scheme fund to allow the Council to develop an Outline Business Case during 2017.</p>
Strategic Road Network	Incremental growth may have some impact on the performance of the strategic highways network and particularly at the local junctions. Further empirical assessment would be required by Highways England to gauge the exact level of the impact on the SRN and the future investment required to mitigate the traffic growth.
Public Transport	Incremental growth would create a marginal increase in the potential market for the local bus services serving this area. In addition there would be a need to serve the proposed employment site near M6 Junction 20 if this was to be identified in the Local Plan. A strategy to encourage modal shift from car to bus will be followed and will require supporting with appropriate bus priority measures and bus passenger facilities.
Active Travel	The design and layout of any development should ensure that active travel opportunities are not compromised.
Open Space, Sport and Recreation	Incremental development would place additional demands on existing open space provision but would not be of sufficient magnitude to require new provision over and above localised provision of open space and children's play areas. Incremental growth would put pressure on existing sports pitches/facilities without additional capacity being provided. However, additional capacity could be provided by improvements to existing pitches across the Neighbourhood Area and sports facilities at Broomfields Leisure Centre.
Character implications	Depending on its location, incremental growth could provide additional development in areas which have already experienced a high level of recent development and therefore could be brought forward without having a significant detrimental impact on the character of the main urban area of Warrington. Incremental growth extending eastwards could however impact on the character of Appleton Thorn and Grappenhall Heys and the surrounding landscape, as would development around the settlements themselves. Incremental development to the north east and north west of the area could impact on conservation areas.
Delivery issues	There are multiple realistic development site options to deliver incremental growth. There is a risk that the level of development value that could be secured from incremental development would not be sufficient to address the infrastructure capacity issues that would be exacerbated in south Warrington. An incremental approach would also make it difficult to physically deliver required infrastructure, in particular new distributor roads and new schools.
Environmental considerations & prudent use of resources	The southern 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.
Any other issues	There is a COMAH site to the north west of the southern area.
Comparison with Plan objectives & overall assessment	Any additional growth in south Warrington without significant investment in infrastructure will place unacceptable pressure on primary schools, health facilities and the local highways network and may have significant impacts on secondary provision in south and central Warrington. Incremental growth would not positively contribute to the Council's New City Aspiration. Depending on its location, it could however be achieved whilst respecting the overall Green Belt and settlement character objectives.

(2) Urban Extension

Overview	Up to 1,400 homes supported the provision of an additional primary school.
Contribution to New City Concept	Potential to contribute positively to the Warrington New City Aspiration.
Green Belt implications	A sustainable urban extension could be achieved without impact on the strategic importance of the Green Belt, depending on its location, with 1 of the 6 General Areas in south Warrington making a poor contribution and 4 making a moderate contribution. It is likely to require parcels making a weak and moderate contribution to the Green Belt to be developed. It could be accommodated without releasing parcels making a strong contribution.
Supporting Role of Town Centre	Potential to make a positive contribution to the town centre as a whole, due to its geographical location and opportunity to easily access the town centre through improved transport corridors.
Primary school implications	The delivery of a new 2 form entry primary school could support 1,400 homes.
Secondary school implications	Bridgewater High School will be operating at capacity early in the Plan Period. There is limited potential for expansion with the school operating out of two constrained sites. An urban extension would result in a longer term change to the distribution of pupils. It is unlikely that all could be accommodated locally, therefore this would result in significant capacity issues in other secondary schools in south and central Warrington.
Health facility implications	All GP facilities are currently operating at capacity. A new practice is being proposed as part of the Appleton Cross planning application but this is to accommodate demand from committed development proposals, as well as addressing the existing deficiency. An urban extension is unlikely to be of sufficient size to justify another new GP practice in south Warrington, but it may require a satellite facility to enable an existing practice to expand.
Local Road Network	<p>The local highways network is already under strain and new highway links would be required to support this level of growth. Further empirical investigation would be required to confirm the exact nature of the traffic growth impacts.</p> <p>The proposed Warrington Western Link will provide a new strategic link between the A56 and A57 and will improve the local road network to the north west of the southern area. Whilst the scheme is not committed it has secured</p>

	development funding from the DfT's Large Local Major Scheme fund to allow the Council to develop an Outline Business Case during 2017.
Strategic Road Network	Any significant increase in travel demand in this area could have an impact on the nearby entry points to the SHN, particularly J20 (M6) and J10 (N56). The impact will also need to be considered in the context of the potential major employment site being considered at the junction of the M6/M56. However, further empirical assessment by Highways England will be required to gauge the exact level of the impact on the SRN and the future investment required to mitigate the traffic growth.
Public Transport	This scenario would create an increase in the potential market for the local bus services serving this area. New bus links to the town centre with bus priority would help ensure their viability and attractiveness to future users. A strategy to encourage modal shift from car to bus will be in place and could be supported with appropriate bus priority measures and bus passenger facilities.
Active Travel	An increase in active travel demand in this area would necessitate the consideration of direct, attractive and segregated active travel routes to cater for walking and cycling journeys. The design and layout of any development should ensure that active travel opportunities are not compromised.
Open Space, Sport and Recreation	An urban extension would place additional demands on existing open space provision but would not be of sufficient magnitude to require new provision over and above localised provision of open space and children's play areas. An urban extension would also put pressure on existing sports pitches/facilities. However, additional capacity could be provided by improvements to existing pitches across the Neighbourhood Area and sports facilities at Broomfields Leisure Centre.
Character implications	Depending on its location, a sustainable urban extension could be located in an area which has already experienced a high level of recent development and therefore could be brought forward without having a significant detrimental impact on the character of the main urban area of Warrington. A sustainable urban extension could impact on the character of Appleton Thorn and Grappenhall Heys and their respective surrounding landscapes, depending on location. A sustainable urban extension to the north east or north west of the area could impact on conservation areas.
Delivery issues	There are realistic development site options to deliver a settlement extension. There is also the advantage of a relatively low number of large landowners. It would need to be demonstrated that the uplift in land value from potential development sites is sufficient to contribute to the required level of infrastructure, including new distributor roads and other highways improvements.
Environmental considerations & prudent use of resources	The southern 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.
Any other issues	There is a COMAH site to the north west of the southern area. An urban extension in south Warrington would need to be assessed together with the potential major employment site at the M6/M56 junction.
Comparison with Plan objectives & Overall assessment	An urban extension could contribute to the objectives of the Plan. It could positively contribute to the Council's New City Aspiration and would address some of the concerns on local services. It would however exacerbate issues of secondary school capacity. Depending on its location, it could be achieved whilst respecting the overall Green Belt objectives but it may impact on the settlement character objective. It would need to be demonstrated that delivery of necessary infrastructure is viable.

(3) Major Urban Extension

Overview	Up to 2,800 homes supported the provision of 2 additional primary schools and additional health facilities, provided in a single location or in two separate locations in south Warrington.
Contribution to New City Concept	This scale of urban extension could make a significant contribution to the Warrington New City Objective.
Green Belt implications	A major urban extension could be achieved without impact on the strategic importance of the Green Belt, depending on its location, with 1 of the 6 General Areas in south Warrington making a poor contribution and 4 making a moderate contribution. It is likely to require parcels making a weak and moderate contribution to the Green Belt to be developed. Depending on location it may require releasing parcels making a strong contribution. The settlement borders General Area 10 which was assessed as making a weak contribution to the Green Belt. As a result the Green Belt Assessment recommends that further parcels are defined within this area. The definition and assessment of further parcels may mean that the major urban extension could be accommodated without releasing parcels making a strong contribution.
Supporting Role of Town Centre	Potential to make a significant positive contribution to the town centre as a whole, due to its geographical location and opportunity to easily access the town centre through improved transport corridors
Primary school implications	The delivery of 2 new 2 Form Entry primary schools could support 2,800 homes.
Secondary school implications	Bridgewater secondary school will be operating at capacity early in the Plan Period. There is limited potential for expansion with the school operating out of two constrained sites. A major urban extension without any additional secondary provision would result in significant capacity issues for Bridgewater and other secondary schools in south and central Warrington. This level of development would not be sufficient to support a new secondary school on its own.
Health facility implications	All GP facilities are currently operating at capacity. A new practice is being proposed as part of the Appleton Cross planning application but this is to accommodate demand from committed development proposals, as well as addressing the existing deficiency. A major urban extension may not be of sufficient size to justify another new GP practice in south Warrington, but will require a satellite facility to enable an existing practice to expand.
Local Road Network	The local highways network is already under strain and major new highway links would be required to support this

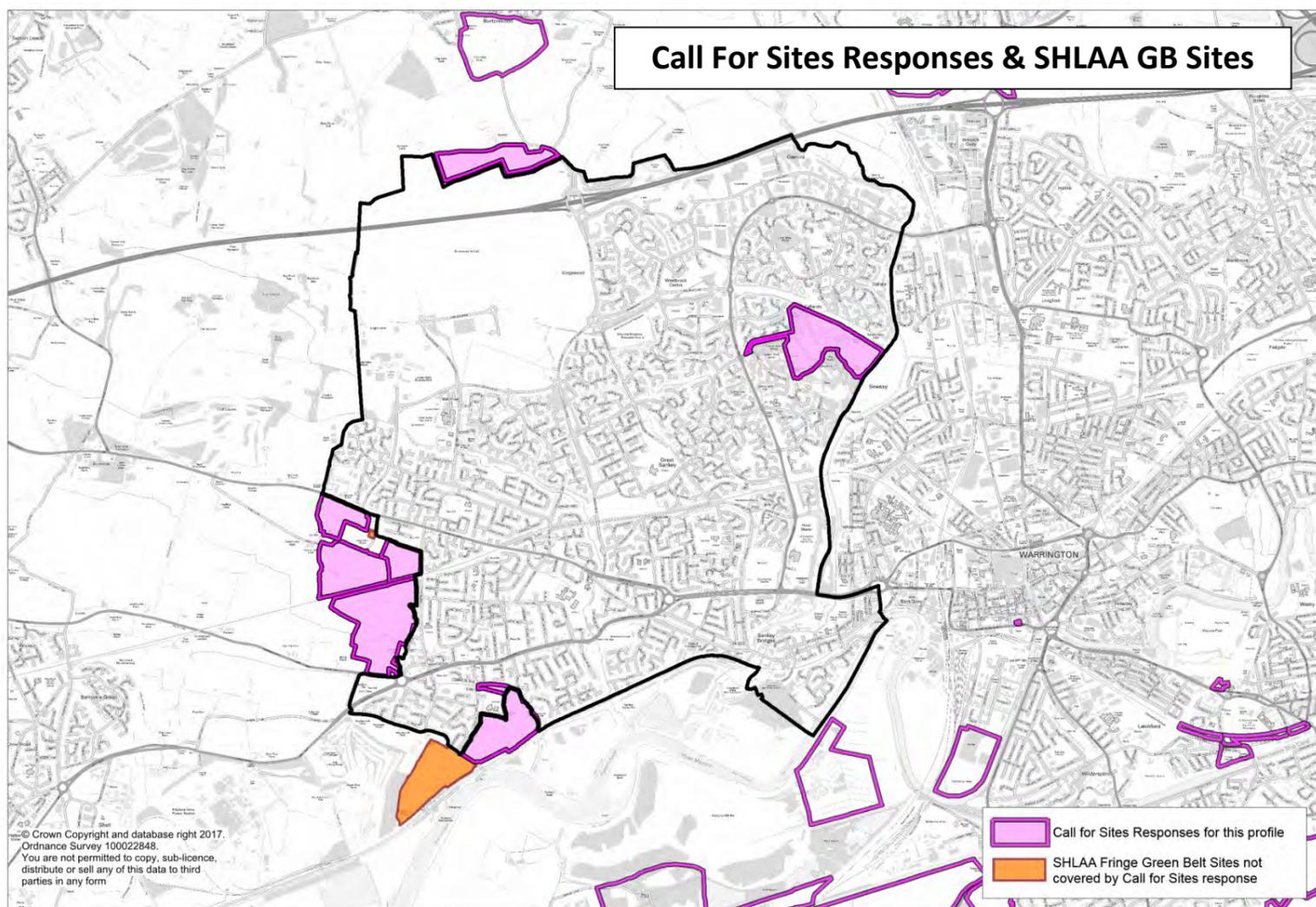
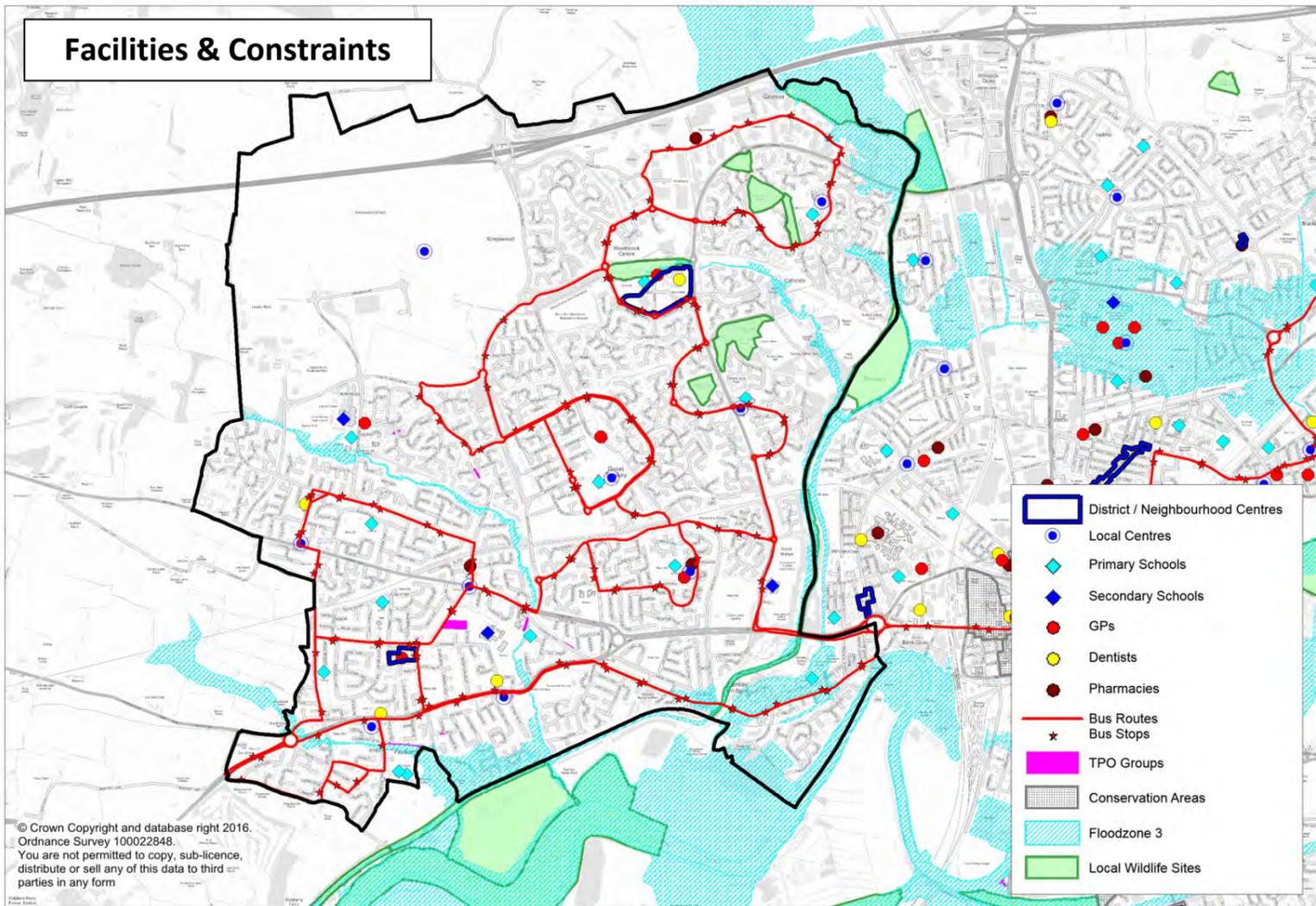
	<p>level of growth. Two separate extensions could increase the extent of congestion and make mitigation more complex and costly. Further empirical investigation would be required to confirm the exact nature of the traffic growth impacts.</p> <p>The proposed Warrington Western Link will provide a new strategic link between the A56 and A57 and will improve the local road network to the north west of the southern area. Whilst the scheme is not committed it has secured development funding from the DfT's Large Local Major Scheme fund to allow the Council to develop an Outline Business Case during 2017.</p>
Strategic Road Network	Any significant increase in travel demand in this area could have an impact on the nearby entry points to the strategic highways network, particularly J20 (M6) and J10 (N56). The impact will also need to be considered in the context of the potential major employment site being considered at the junction of the M6/M56. However, further empirical assessment by Highways England will be required to gauge the exact level of the impact on the SRN and the future investment required to mitigate the traffic growth.
Public Transport	This scenario would create an increase in the potential market for the local bus services serving this area. New bus links to the town centres with bus priority would help ensure their viability and attractiveness to future users. A strategy to encourage modal shift from car to bus will be in place and could be supported with appropriate bus priority measures and bus passenger facilities.
Active Travel	An increase in active travel demand in this area would necessitate the consideration of direct, attractive and segregated active travel routes to cater for walking and cycling journeys. The design and layout of any development should ensure that active travel opportunities are not compromised.
Open Space, Sport and Recreation	A major urban extension would place additional demands on existing open space provision and would require new provision over and above localised provision of open space and children's play areas. A major urban extension would also put pressure on existing sports pitches/facilities. New sports pitches, a new park and a new indoor sports facility will also be required, either a stand along facility or as part of a new neighbourhood hub with health and wider community facilities.
Character implications	<p>Depending on location, a major urban extension could provide additional development in an area which has already experienced a high level of recent development and would therefore be unlikely to have a significant detrimental impact on the character of the main urban area of Warrington.</p> <p>A major urban extension could impact on the character of Appleton Thorn and Grappenhall Heys and their respective surrounding landscapes, depending on location. A sustainable urban extension to the north east or north west of the area could impact on the conservation areas.</p>
Delivery issues	There are realistic development site options to deliver a settlement extension. There is also the advantage of a relatively low number of large landowners. It would need to be demonstrated that the uplift in land value from potential development sites is sufficient to contribute to the required level of infrastructure, including new distributor roads and other required highways improvements.
Environmental considerations & prudent use of resources	The southern 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.
Any other issues	<p>There is a COMAH site to the north west of the southern area.</p> <p>A major urban extension in south Warrington would need to be assessed together with the potential major employment site at the M6/M56 junction.</p>
Comparison with Plan objectives & overall assessment	A major urban extension could contribute to the objectives of the Plan. It could positively contribute to the Council's New City Aspiration and would address some of the concerns on local services. It would however significantly exacerbate issues of secondary school capacity and would require significant new roads and highways improvements. Depending on its location, it could be achieved whilst respecting the overall Green Belt objectives but it may impact on the settlement character objective. It would need to be demonstrated that delivery of necessary infrastructure is viable

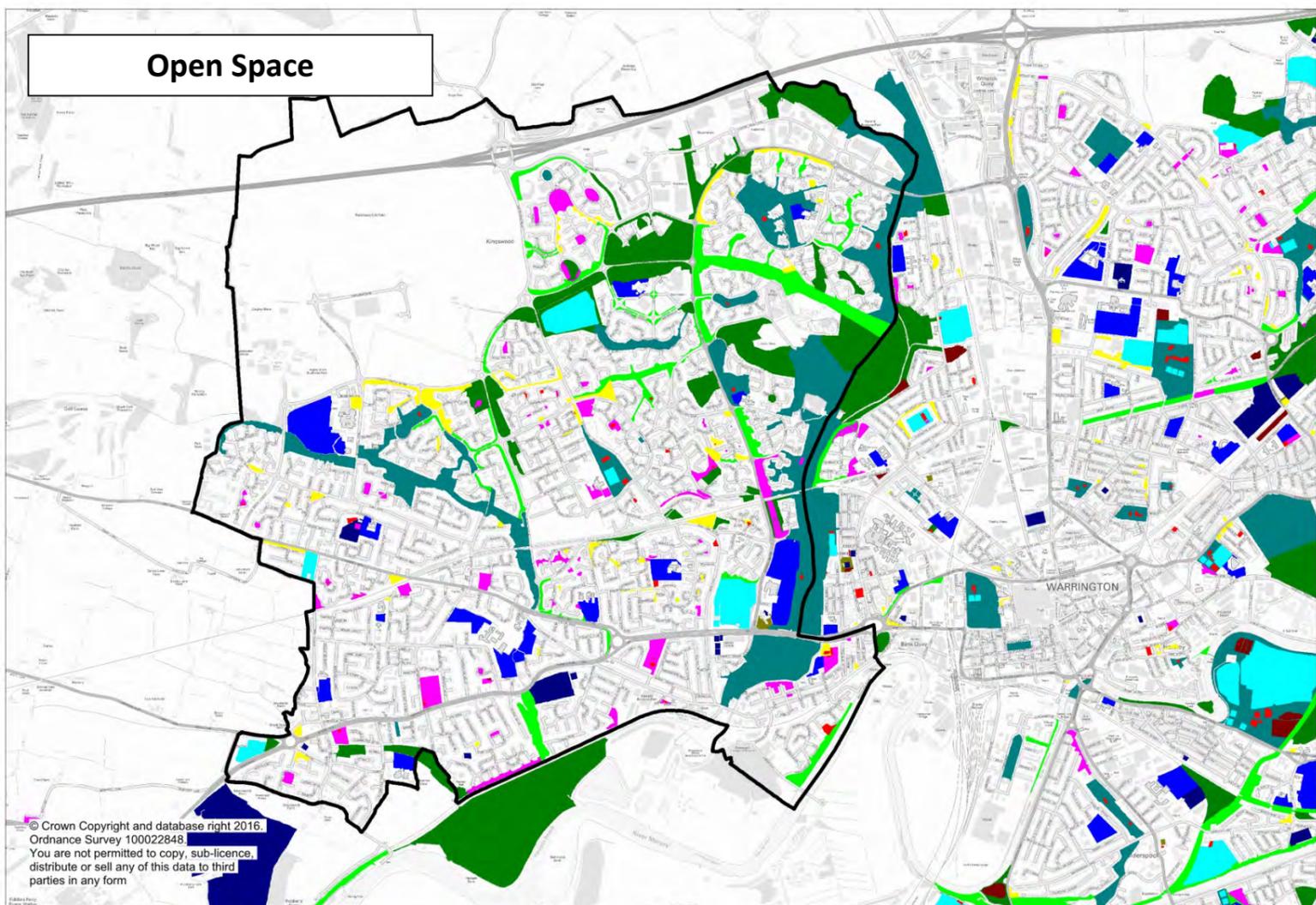
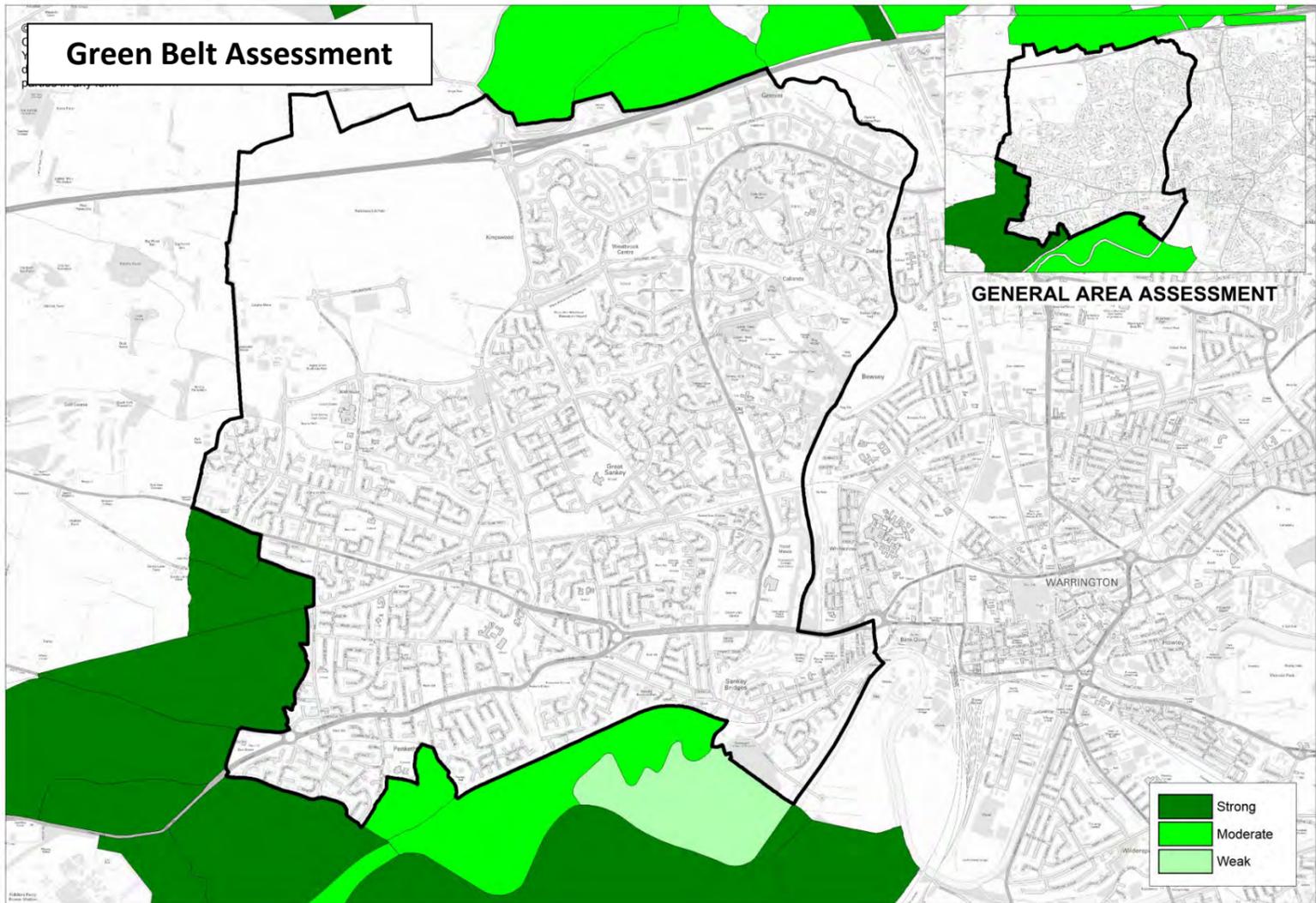
(4) New Garden City Suburb

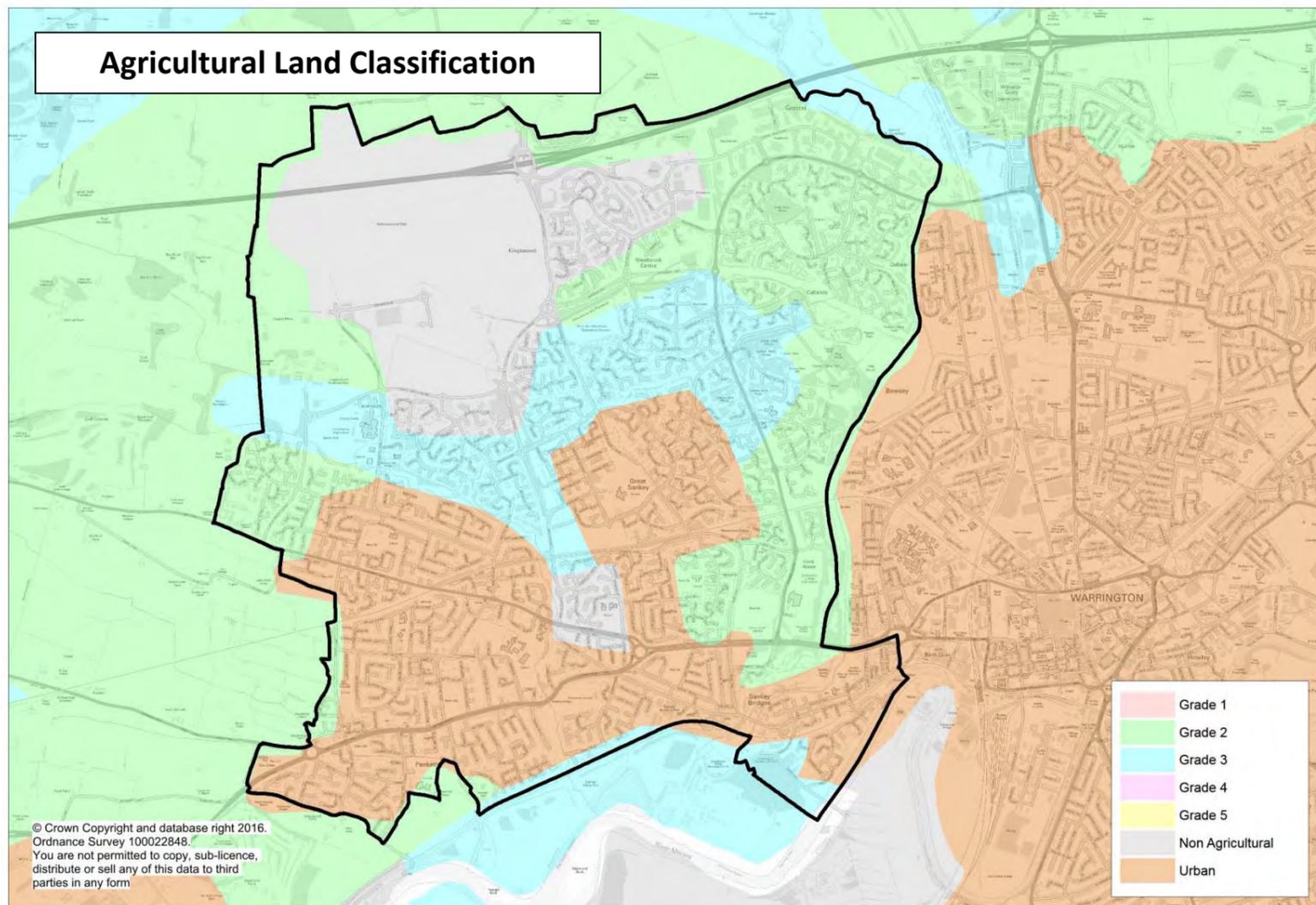
Overview	A Garden City Suburb of around 6,000 homes supported by the provision of up to 4 additional primary schools, an additional secondary school, new neighbourhood hub, country park, district centre, and up to 3 local centres.
Contribution to New City Concept	This scale of urban extension will make a significant contribution to the New City Objective.
Green Belt implications	A Garden City Suburb could impact on the strategic importance of the Green Belt, depending on its location, although in South Warrington only one of the 6 General Areas is performing strongly. It will require parcels making a weak, moderate and strong contribution to the Green Belt to be developed. The settlement borders General Area 10 which was assessed as making a weak contribution to the Green Belt. As a result the Green Belt Assessment recommends that further parcels are defined within this area. The definition and assessment of further parcels may mean that the major urban extension could be accommodated without releasing parcels making a strong contribution. The motorway and A Roads which contain General Area 10 could provide a robust permanent boundary for a major urban extension.
Supporting Role of Town Centre	Potential to make a significant positive contribution to the town centre as a whole, due to its geographical location and opportunity to easily access the town centre through improved transport corridors
Primary school implications	Up to 4 new primary schools would be required to support this level of growth.
Secondary school	This scale of growth could not be accommodated without a new secondary school as part of the Garden City Suburb. A

implications	Garden City Suburb could provide a new consolidated site for Bridgewater High School but whilst this would improve the quality of the school buildings, it is unlikely to provide significant additional capacity.
Health facility implications	The demand for health facilities from this level of growth would require the provision of a new health facility for a new practice which could be provided as a standalone facility or as part of a new neighbourhood hub with wider community and recreational facilities.
Local Road Network	This scenario would require the consideration of major new highways to facilitate and serve the development as well as reducing the impact on the wider highway network in south Warrington. It is important that this area is well connected to existing retail, employment and education facilities as well as to Warrington town centre and to the strategic highways network. Further empirical investigation would be required to confirm the exact nature of the traffic growth impacts and the potential solutions.
Strategic Road Network	The scale of impact will require consideration of improvement works to the M6 / M56 junction and the M56 junction. The impact will also need to be considered in the context of the potential major employment site being considered at the junction of the M6/M56. However, further empirical assessment by Highways England will be required to gauge the exact level of the impact on the SRN and the future investment required to mitigate the traffic growth.
Public Transport	This scenario would create an increase in the potential market for the local bus services serving this area which would need to be catered for. New bus links to the town centres and the proposed major new employment area with bus priority would help ensure their viability and attractiveness to future users. A strategy to encourage modal shift from car to bus will be in place and could be supported with appropriate bus priority measures and bus passenger facilities.
Active Travel	An increase in active travel demand in this area would necessitate the consideration of direct, attractive and segregated active travel routes to cater for walking and cycling journeys. The design and layout of any development should ensure that active travel opportunities are not compromised.
Open Space, Sport and Recreation	Existing facilities will not be able to accommodate the demands from a major urban extension. New sports pitches, a major new park and more localised areas of open space and children's play space will be required. A new indoor sports facility will also be required, either a stand along facility or as part of a new neighbourhood hub with health and wider community facilities.
Character implications	The scale of growth will transform the existing character of the area, although this part of the Warrington urban area has already seen significant recent growth. There could be a significant impact on the character of Appleton Thorn and Grappenhall Heys which could be surrounded by new development and the landscape in the area. There is also a risk that development could impact on the conservation areas to the north of the area.
Delivery issues	There are realistic development site options to deliver a Garden City Suburb. It would need to be demonstrated that the uplift in land value from potential development sites is sufficient to contribute to the delivery of the required level of road and other required infrastructure. It is likely that other sources of funding would be required to deliver the full infrastructure requirements of a Garden City suburb of this scale and more detailed work will be required to understand infrastructure costs and other potential funding sources. Nevertheless, the value generated would be significantly higher than from the smaller extension options. There is the advantage of a relatively small number of large landowners but there would need to be a detailed masterplan to ensure comprehensive and sustainable development, including a mechanism to ensure an equitable contribution from all landowners to required infrastructure.
Environmental considerations & prudent use of resources	The southern 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.
Any other issues	There is a COMAH site to the north west of the southern area. A Garden City Suburb in south Warrington would need to be assessed together with the potential major employment site at the M6/M56 junction.
Comparison with Plan objectives & overall assessment	A Garden City Suburb could make a significant contribution to the objectives of the Plan and positive contribution to the Council's New City Aspiration. It could be provided without significant detriment to the strategic operation of Warrington's Green Belt and could provide a deliverable and sustainable solution to infrastructure provision in south Warrington. It could however have a significant impact on the character of Appleton Thorn and Grappenhall Heys, the surrounding landscape and conservation areas to the north of the area. A detailed masterplan would be required for this scale of development to ensure comprehensive development and timely delivery of necessary infrastructure. This option would also need to consider the potential employment site at the junction of the M6/M56.

West Warrington Settlement Profile







Population	
W Warrington Residential Addresses (Jan 2017) -	20,063
W Warrington Estimated Pop (Jan 2017) -	20,063 x 2.35 x 96% = 45,262
Demographic Information	
Age Profile (for Whittle Hall Ward – (Estimated 2015)	22.9% aged under 16 / 69.1% aged 16-64 / 7.9% aged 65+
Housing Tenure (for Whittle Hall Ward –(Census 2011)	<p style="text-align: center;">Households (Census) source: Census 2011</p> <p style="text-align: right;">Households by tenure (%)</p> <ul style="list-style-type: none"> Households rented from council or equivalent (%) 1.2 Households rented from other private owners (%) 0.5 Households rented from other social landlords (%) 8.9 Households owned outright (%) 19.1 Households owned with a mortgage or loan (%) 59.0 Households rented from private landlord or letting agency (%) 9.1 Households where occupiers living rent free (%) 0.7 Households in shared ownership (%) 1.5 <p style="text-align: center;">Powered by esd</p>
Employment Rate (for Whittle Hall Ward –(Census 2011)	Employed Full /Part Time or Self Employed – 84.5% Unemployed – 4.7%

Facilities			
Primary Schools	Size	Current capacity position	Expansion Potential
Barrow Hall Community Primary School	3FE	Moderate capacity	None
Callands Primary School	2FE	Moderate capacity	Difficult
Evelyn Street Primary School	1.5FE	Moderate capacity	None
Great Sankey Primary School	1.5FE	At or near capacity	None
Park Road Community Primary School	1FE	At or near capacity	Good
Penketh Community Primary School	1FE	At or near capacity	Good
Penketh South Community Primary School	1FE	Moderate capacity	None

Sankey Valley St James CE Primary School	1FE	At or near capacity	Difficult
St Jospehs Catholic Primary School	1.5FE	At or near capacity	Difficult
St Philips CE Aided Primary School	3FE	Moderate capacity	None
St Vincents Catholic Primary School	1.5FE	Moderate capacity	None
Westbrook Old Hall Primary School	2E	At or near capacity	None
Chapelford Village Community Primary School	3FE	Moderate capacity	None
Forecast capacity- With the exception of schools in south of this area, primary schools in the west are expected to be full or near capacity from future development within the existing urban area.			
Secondary Schools			
St Gregorys Catholic High School	8FE	Limited capacity	None
Penketh High School	8FE	Moderate capacity	None
Great Sankey High School	12.5FE	Limited capacity	Limited
Forecast capacity The high schools in the west are expected to be full or near capacity from child yield from existing population and new development within the existing urban area, throughout the plan period taking into account expansion already underway. The limited future expansion potential will also be absorbed by any new development coming forward from within the existing urban area.			
GP Surgeries			
It is useful to note that patients can choose to register with any Practice and may not necessarily choose one close to where they live. Current catchment areas are quite large. Analysis on projected GP list sizes is based on current GP flows. Current residents of the main wards covered by the west settlement area are registered with a spread of Practices: Westbrook MC (25%), Penketh (22%), CCA-Chapelford (14%), Guardian Street MC (8%), Parkview MC (7%), Causeway MC (7%). For completeness, an overview of capacity at these Practices has been included even if they are not physically located within the west settlement area.			
Causeway MC (Hood Manor Branch)	8 Clinical Rooms across both sites.	Nearing capacity.	Practice is located in new premises that opened 2 years ago and has space for some clinical expansion within the new building.
CCA Partnership – Chapelford	5 Clinical Rooms	At capacity in a Portakabin	Due to move into new premises within 18 months that will be able to accommodate up to 9,000 new patients.
Parkview MC	3 Clinical Rooms plus access to shared clinical space within HC.	Available capacity within rooms shared with 4 Seasons.	Practice located in Jubilee Hub which has adequate clinical space.
Penketh HC	14 Clinical Rooms	At capacity	Awaiting decision on planning application to extend the practice with additional clinical rooms to accommodate further patients.
Westbrook MC	11 Clinical Rooms	At capacity.	Unable to expand, but practice looking to remodel internally to try and create additional clinical rooms to allow patient list to grow.
Guardian MC	13 Clinical Rooms	Nearing capacity currently With SHLAA projections Practice will be at capacity.	Scope to extend onto car park if required.
Other Facilities			
Pharmacies	8		
Dentists	4		
Retail Centres	Westbrook District Centre - The district centre is anchored by an Asda supermarket, which is adjoined by a parade of shops, accessed via a covered walkway. An Odeon cinema with adjacent associated food and drink uses is located in the south west part of the centre. The cinema and associated uses are separated from the main hub of the centre by access roads and car parking.		
Other Community Facilities	1 children's centre, 6 schools*, 2 libraries, 5 churches*, 10 community centres, 2 leisure centres, 1 sure start, 1 independent living centre, 1 scouts, Kingswood centre*.		
	*available for community use/hire		
Local Highways Network			
	Ongoing peak hour congestion on A57 (Sankey Way) and also Cromwell Avenue. Local highways improvements planned for key roads in vicinity of Omega south development area.		
Strategic Highways Network			
	Access to motorway network as follows: Direct access to M62 via J8 Indirect access to M62 via J7 and J9		
Public Transport			
	The area is served by 8 bus services: <ul style="list-style-type: none"> No. 14 – (Half Hourly) – Warrington/Sankey/Penketh Circular No. 15 – (Half Hourly) - Warrington/Sankey/Penketh Circular No. 32A – (Half Hourly) – Warrington to Penketh Circular No. 17/A/C – (Half Hourly) – Callands to Warrington to Birchwood No. 18 – (Half Hourly) - Warrington to Callands 		

	<ul style="list-style-type: none"> No. 13 – (Half Hourly) – Warrington to Whittle Hall (Circular) <p>There is one rail station at Sankey with funding in place for a future station at Chapelford (Warrington West station)</p>	
Active Travel	Many more people walk or cycle to work in this area than use either bus or rail, however, the largest mode of transport used to travel to work is a car or van, with over 75% of people in this area using this mode of transport. Active Travel is clearly beneficial in terms of reducing the impact on the highway network as well as the obvious environmental, health and amenity benefits. Any transport strategies developed to support planned development proposals must allow for this important Active Travel mode and provide the appropriate facilities and schemes.	
Conservation	The area contains or borders 0 conservation areas. The area contains 15 statutory listed buildings	
Open Space, Sport and Recreation	<p>POS: West Warrington has significant deficits of both equipped play and informal play space. However, it also has substantial surpluses of parks and gardens and natural/semi-natural green space. In terms of equipped play there are 17 LAPs and 12 LEAPs and 3 NEAPs.</p> <p>Sports Pitches: The West Warrington Neighbourhood has a good range of sports pitches that include cricket, both rugby league and union, hockey and football pitches. However, there are deficits of pitches in some sports, predominantly with regard to junior pitch provision (Both rugby league and football).</p> <p>Built facilities: There is one Neighbourhood Hub (Gt Sankey) providing leisure facilities, which is located in the west of the West Neighbourhood Area. There are two swimming pools (main and teaching) located in the Neighbourhood Hub. There is a third pool (main) at Penketh PC Pool. These pools are operating at near capacity and are rated as being in poor condition. There is another private pool at the David Lloyd Club.</p> <p>There are 4 sports halls located in the West Neighbourhood Area, on 4 separate sites. All 4 of the sports halls are available on a pay and play basis to varying degrees. The Gt Sankey Neighbourhood Hub is the largest with 6 courts. The sports halls are operating at near capacity.</p> <p>The Gt Sankey Neighbourhood Hub is currently subject to refurbishment/expansion to improve provision to meet projected increases in demand from the existing urban area.</p> <p>In addition, there are a number of private health and fitness suites.</p>	
Green Belt Overview	There are 3 General Areas bordering the settlement of which 1 is Strong, 2 are Moderate and 0 are Weak. There are 10 individual parcels bordering the settlement of which 5 are Strong, 4 are Moderate and 1 is Weak. The strong parcels are located to the west of the settlement whilst the moderate parcels are located to the north and south of the area.	
Landscape Character Overview	The areas adjoining the north and western boundaries of west Warrington are identified as falling within Type 1-Undulating Enclosed Farmland of the Warrington Landscape Character Assessment (2007) and are characterised through Areas 1E and 1F of the assessment. Within Area 1E field sizes are noticeably larger, with many fields having been amalgamated with a continuing trend in the reduction of cohesive hedgerows and hedgerow trees. Farmland is predominantly arable. Within Area 1F the farmland areas have a more enclosed character and are less exposed, in strong comparison with the more open and exposed neighbouring landscape. This area is dominated by the dominant landmark of Fiddlers Ferry Power Station.	
Housing Capacity	No. Of Sites	No. Of Units
Estimated Capacity within SHLAA Urban Area	41	2,003
Estimated Capacity within SHLAA Fringe GB Sites not in Call for Sites Responses	2	539 (17.95Ha at 30dph)
Estimated Capacity from Call for Sites Responses	Urban – 2 Fringe - 6	Urban – 810 Fringe – 2,440

Growth Scenarios

(1) Incremental Growth

Overview	Up to 2,000 homes in addition to the 2,003 identified in the SHLAA.
Contribution to New City Concept	Incremental growth would not positively contribute to the Council's New City Aspiration
Green Belt implications	Whilst a limited amount of incremental growth may be achieved without impact on the strategic importance of the Green Belt, the General Area between Warrington and Halton and the individual parcels within it perform strongly and a more substantial amount of development within this area could have a significant impact.
Supporting Role of Town Centre	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, including via public transport.
Primary school implications	There is some capacity in existing schools in the west area, but incremental growth of this scale would put pressure on primary schools and additional capacity would be required through expansion of an existing school.
Secondary school implications	There is currently limited capacity in the three secondary schools within the west area and even with the expansions currently being undertaken it is likely that only limited incremental growth could be accommodated.
Health facility implications	There is the potential for expansion of the patient lists at 4 practices to provide additional capacity and development based on incremental growth would require expansion of the existing health facilities. The Chapelford Health Centre

	will also be coming on stream which will assist in providing additional capacity as will the future planned facility at Omega. It should be stressed these new facilities are primary intended to accommodate demand from the existing population and from future development from within the existing urban area.
Local Road Network	Incremental housing growth could cause a marginal increase in traffic levels and delays on existing links and junctions from the current levels. Further empirical investigation would be required to confirm the exact nature of the traffic growth impacts.
Strategic Road Network	Incremental growth could cause a marginal increase in traffic levels and delays at M62 J8. This would require further empirical assessment by Highways England to gauge the exact level of the impact on the SRN.
Public Transport	Incremental growth would only create a marginal increase in the potential market for the local bus services serving this area. It is unlikely that a gradual increase in travel demand under this scenario would be sufficient to support a new service. However a strategy to encourage modal shift from car to bus will be in place and could be supported with appropriate bus priority measures and bus passenger facilities.
Active Travel	No significant change to the current provision though the design and layout of any development should ensure that local active travel opportunities to schools, shops and local services are not compromised.
Open Space, Sport and Recreation	There are deficits of some types of POS. Incremental development would place additional demands on existing open space provision but would not be of sufficient magnitude to require new provision over and above localised provision of informal open space and children's play areas. Incremental growth would put pressure on existing sports pitches/facilities and would require improvements to existing pitches/facilities (in particular swimming pool provision).
Character implications	Incremental growth would provide additional development 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. However given the location of the sites submitted, this could change the character of the western edge of the main urban area.
Delivery issues	There are multiple realistic development site options to deliver incremental growth. The uplift in land value from potential development sites is considered sufficient to deliver the level of infrastructure required to support incremental growth.
Environmental considerations & prudent use of resources	A small part of the area is within Flood Zone 3 but this is not necessarily a constraint for incremental growth.
Any other issues	N/A
Comparison with Plan objectives & overall assessment	A limited amount of incremental growth in the west could in principle be absorbed within the capacity of local schools and services, although the actual amount of development which could be absorbed will depend on the location of individual development sites. There is a particular concern regarding secondary school capacity. Even under the incremental development options there may still be significant impacts on the Green Belt and this will need to be assessed in more detail. Incremental growth would also not positively contribute to the Council's New City Aspiration

(2) Major Urban Extension/Site Maximisation

Overview	Major Urban Extension of around 2,500 homes, supported by a new primary school in addition to the 2,003 homes identified in the SHLAA
Contribution to New City Concept	This urban extension would make a moderate contribution to the Council's New City Aspiration
Green Belt implications	This level of growth is likely to impact on the strategic importance of the Green Belt between the main urban area of Warrington and St Helens and Halton. It will also require parcels making a weak, moderate and strong contribution to the Green Belt to be developed. Therefore, this level of growth could not be accommodated without releasing parcels making a strong contribution to the Green Belt.
Supporting Role of Town Centre	The location of growth would be geographically located closer to the town centre and therefore there are more opportunities for development sites to easily access the town centre
Primary school implications	There is some capacity in existing schools in the west area, but growth of this scale would require a new primary school of a minimum size of 2 forms of entry – possibly larger.
Secondary school implications	There will not be sufficient capacity in the three secondary schools within the west area to support a major urban extension of this scale.
Health facility implications	There is the potential for expansion of the patient lists at 4 practices to provide additional capacity and development based on incremental growth would require expansion of the existing health facilities. The Chapelford Health Centre will also be coming on stream which will assist in providing additional capacity (circa 1,500 patients) as will the future planned facility at Omega. It should be stressed these new facilities are primary intended to accommodate demand from the existing population and from future development from within the existing urban area. This option may therefore require the provision of a new health facility, dependent on the location of planned growth in the west of the Borough.
Local Road Network	A major urban extension could potentially cause some increase in traffic levels and delays on the local highways network at peak travel times. This may be mitigated by selective local highways improvements or new routes depending on the specific sites brought forward.
Strategic Road Network	This scenario could cause some increase in traffic levels and delays at M62 J7, J8 and J9. This would require further empirical assessment by Highways England to gauge the exact level of the impact on the SRN and the future investment required to mitigate the traffic growth.
Public Transport	This scenario has the potential to help sustain local bus services and improve their potential for growth. This would

	depend on site location, residential design, proposed routes and the availability of third party kick start funding for any new routes. However a strategy to encourage modal shift from car to bus will be in place and could be supported with appropriate bus priority measures and bus passenger facilities.
Active travel	An increase in travel demand towards key destinations such as Omega and Gemini would necessitate the consideration of direct, attractive and segregated routes alongside the primary routes to cater for walking and cycling journeys. The design and layout of any development should ensure that local active travel opportunities to schools, shops and local services are not compromised.
Open Space, Sport and Recreation	There are deficits of some types of POS. An urban extension would place additional demands on existing open space provision and would require the provision of a new park in addition to localised provision of informal open space and children's play areas. An urban extension would put pressure on existing sports pitches/facilities without additional capacity being provided. However, additional capacity will be provided by improvements to existing pitches/facilities and swimming pool provision at the Great Sankey hub.
Character implications	A major urban extension would provide additional development 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. However given the location of the sites submitted and scale of a major urban extension in this location, this could change the character of the western edge of the main urban area.
Delivery issues	Given the extension would be provided over a number of individual sites separated by roads, a railway line and existing residential communities, there are concerns over the ability to plan for comprehensive development and provide a new primary school. 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 this scale of extension.
Environmental considerations & prudent use of resources	There are no significant environmental constraints.
Any other issues	N/A
Comparison with Plan objectives & overall assessment	This option could provide a sustainable form of development and make a moderate contribution to the Council's New City aspiration. It does however raise a significant issue with regard to secondary school capacity and is unlikely to be achievable without having a significant impact on the strategic and local function of the Green Belt.



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