

Preparing the Updated Proposed Submission Version Local Plan (PSVLP)

Following the consultation on the Local Plan in 2019, the Council has carried out a comprehensive review of the Plan, including the overall level of growth being proposed, the locations for new development and the required supporting infrastructure.

The consultation in 2019 received more than 3,000 responses, and the Council has taken on board many of the views of local people, much of which focused on how brownfield sites should continue to be prioritised ahead of Green Belt.

This, along with the profound impact of the COVID-19 pandemic and changing Government housing methodology, has meant that, in preparing the updated PSVLP, the Council is proposing some big changes.

Key Changes: Updated Proposed Submission Version Local Plan

- A reduction in new housing from **945** a year over **20 years**, to **816** a year over a **reduced plan period of 18 years** (2021-2038 inclusive).
- A reduction in the amount of land proposed to be removed from the Green Belt - **580** hectares, equating to **5%** of the total amount of Green Belt land in the Borough compared to 1,210 hectares (11% of the total) as proposed in the PSVLP 2019.
- The **removal** of the **South West Urban Extension** from the Plan (1,600 homes), the housing allocation for **Phipps Lane in Burtonwood Village** (160 homes), and the **Massey Brook Lane** site in Lymm (60 homes).
- Moving away from the **Garden Suburb** concept in South Warrington (4,200 new homes), and instead including new proposals for a **South East Warrington Urban Extension**, with a reduced allocation of 2,400 new homes during the plan period.
- The **removal** of **Port Warrington / Business Hub** (100 ha employment land) from the plan.
- **Inclusion** of the **Fiddlers Ferry site** for development. The closure of the power station in March 2020 has given the Council the opportunity to bring the site into the allocation this time.

Responding to the Consultation and Next Steps

The Council will consider the response to the consultation before the Plan is submitted in early 2022 ahead of an Examination in Public (EIP).

The EIP will be held by an Independent Inspector. The Council anticipates the Inspector will hold the EIP during summer/autumn 2022.

Our consultation is focussing on the key questions the Independent Inspector will test the Plan against:

1. Does the Plan comply with legal requirements?
2. Has the Council met the duty to cooperate?
3. Does the Plan meet the 'Tests of Soundness'?

The easiest way to respond is by using our online response form: <https://www.warrington.gov.uk/localplan>

We have prepared a guidance note to help you complete the response form which explains the three key questions in more detail. The guidance note is also available on our web site.

To be legal our local plan must:

- Be included in our local development scheme (LDS)
- Meet our statement of community involvement
- Comply with the Town and Country Planning regulations
- Be supported by a sustainability appraisal report

To meet the duty to cooperate:

The Council must engage constructively, actively and on an ongoing basis during the preparation of the Plan with:

- neighbouring authorities; and
- other statutory bodies - such as the Environment Agency, Historic England, Highways England and infrastructure providers

What does 'soundness' mean?

POSITIVELY PREPARED

Providing a strategy which as a minimum seeks to meet our objectively assessed development needs.



JUSTIFIED

Providing an appropriate strategy which is evidence based. We must have considered reasonable alternatives in preparing the Plan.



EFFECTIVE

The Plan must be deliverable over the plan period and be based on effective joint working on cross-boundary strategic matters



CONSISTENT with

National Policy - including the National Planning Policy Framework (NPPF) and associated Planning Practice Guidance (NPPG)

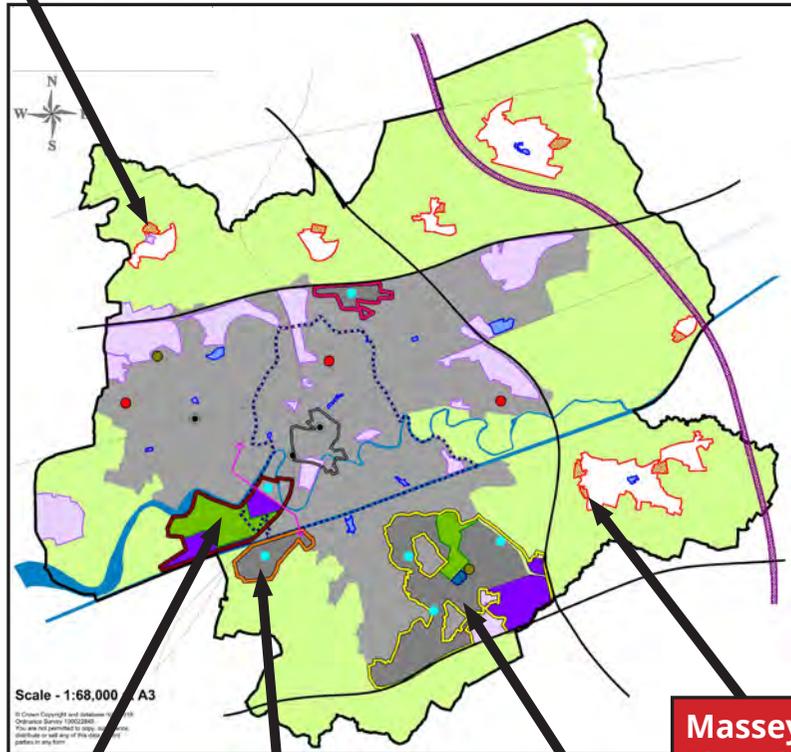


Local Plan Spatial Strategy - What has changed?

Burtonwood

Site removed on basis of impact of St Helens' development at Bold

Local Plan 2019



Fiddlers Ferry

1,300 homes in Plan Period
(500 beyond plan period)
(Green Belt)

Settlement sites

Retained sites total
801 homes

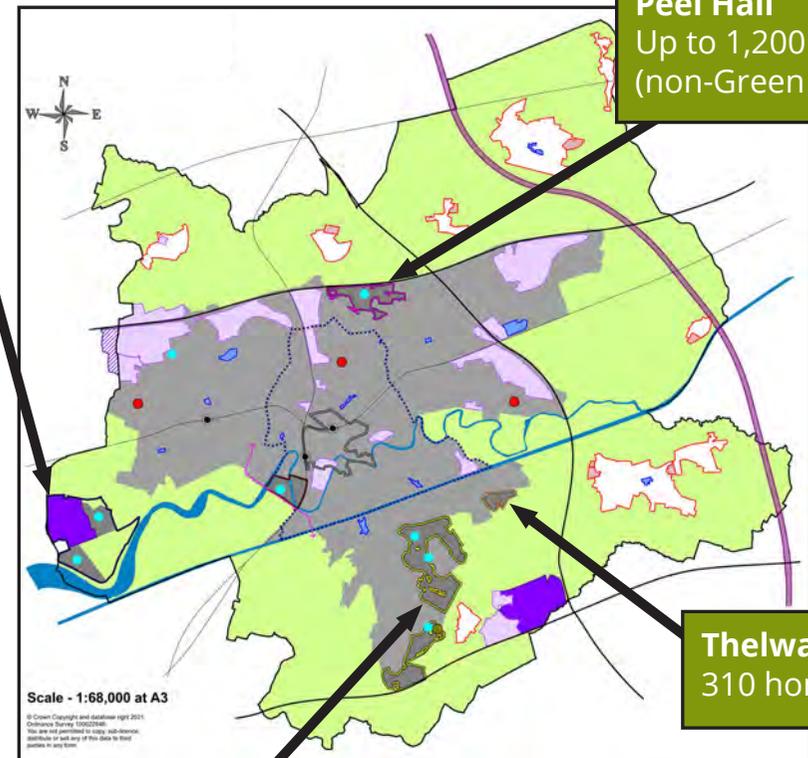
Peel Hall

Up to 1,200 homes
(non-Green Belt)

Thelwall Heys

310 homes

Local Plan 2021



Massey Brook Lane
Site withdrawn

South West Urb Ext
Removed from Plan
(1,600 homes)

Port Warrington / Business Hub

Removed from Plan due to impacts on western link and Moore Nature Reserve.

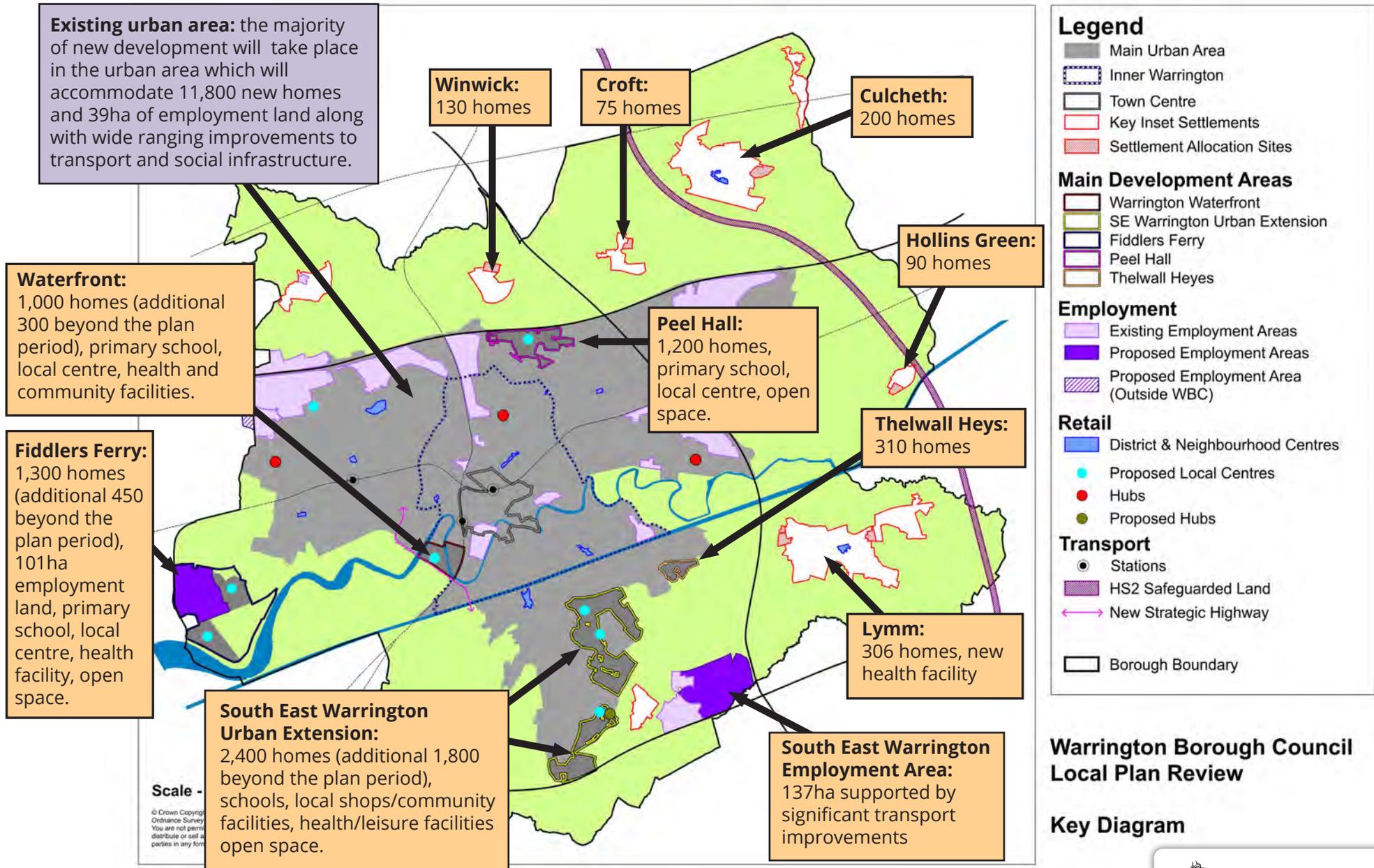
Garden Suburb

Reduced to around 2,400 homes in plan period
(potential for up to 1,800 beyond plan period)



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Local Plan Spatial Strategy - What is proposed?



Warrington Borough Council
Local Plan Review

Key Diagram

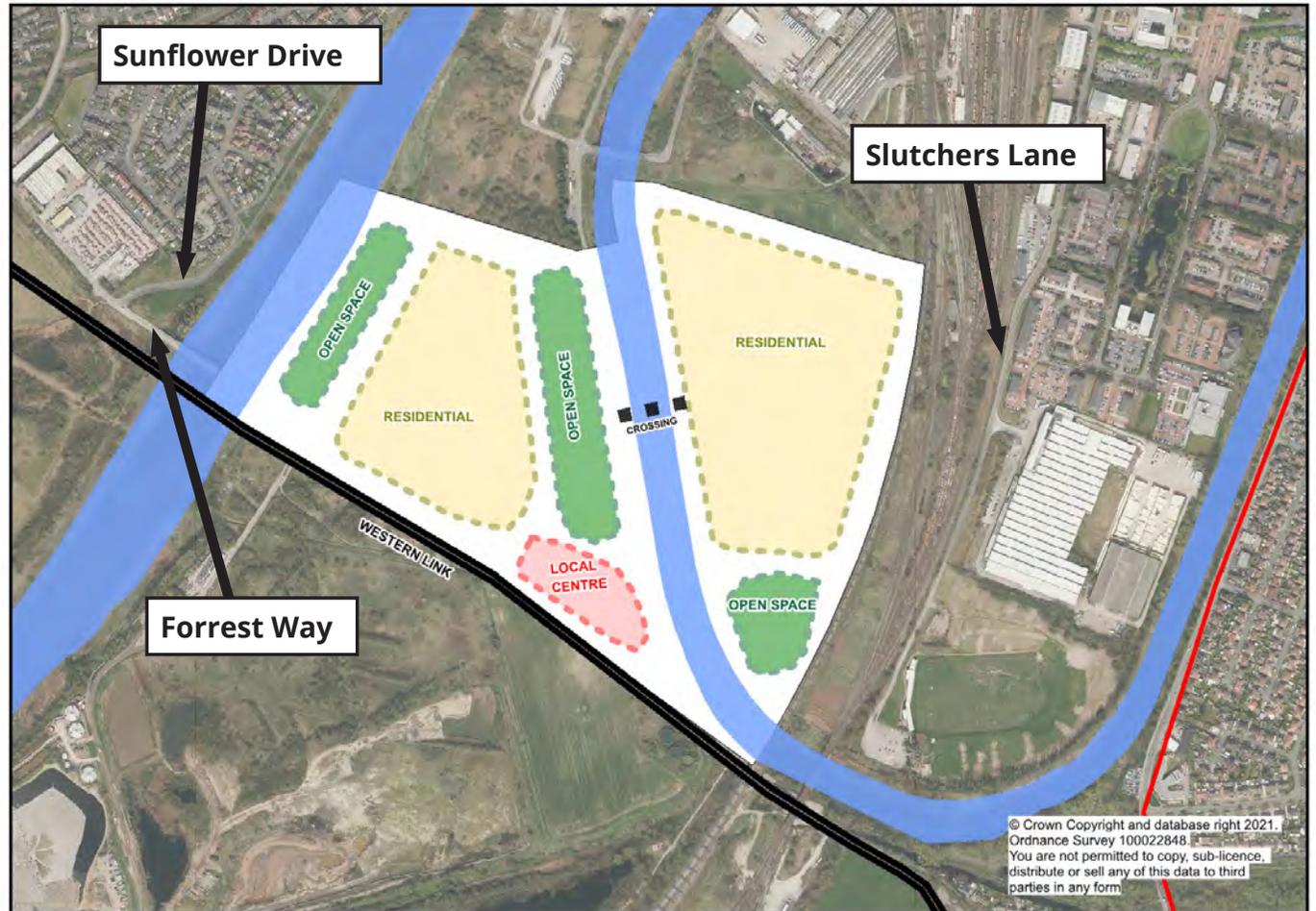
Policy MD1 Warrington Waterfront

Warrington Waterfront, located immediately to the south west of the Town Centre, will be developed as a new urban quarter of Warrington, taking advantage of its waterside setting.

It will provide around 1,300 new homes, with approximately 1,000 homes delivered within the plan period.

The new residential community will be supported by:

- A new primary school
- A local centre comprising local shops, a new health facility and other community facilities.
- Public open space



Illustrative Development Concept for Warrington Waterfront

Development cannot come forward until the funding and the programme for the delivery of the Western Link have been confirmed. **This means the first homes are anticipated to be completed in 2027/28.** The first phase (western parcel, approximately 700 homes) of the new urban quarter will be completed in full by the end of the Plan period in 2038 with the second phase (eastern parcel, approximately 600 homes) commencing towards the end of the 6-10 year period but not being completed until beyond the plan period.

Policy MD2 South East Warrington Urban Extension



Illustrative Development Concept for South East Warrington Urban Extension

South East Warrington Urban Extension will be developed as a sustainable urban extension to the south east of the main urban area of Warrington. It will create an attractive, well-designed and distinctive place set within a strong landscape framework of open spaces. The Urban Extension will be well served by new community infrastructure and a network of sustainable transport links maximising travel by walking, cycling and public transport.

The South East Warrington Urban Extension will deliver around 4,200 homes of which around 2,400 will be delivered within the plan period.

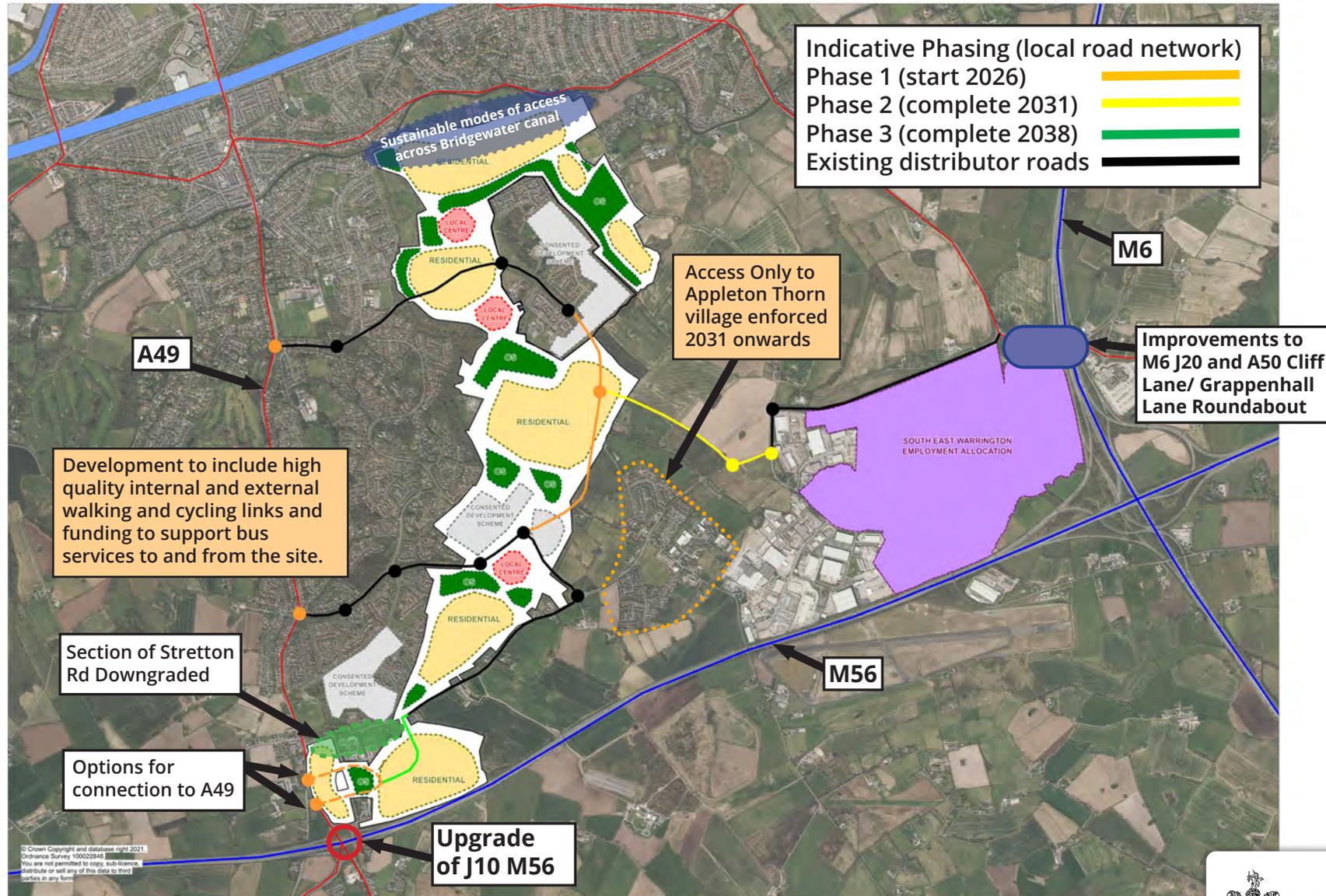
The South East Warrington Urban Extension will mostly occupy land that was owned by the former New Town Commission, now owned by Homes England, and will effectively extend and grow the existing communities of Grappenhall Heys, Appleton Cross and Pewterspear. The allocation will also extend south towards the M56 to include land to the south and east of Stretton.

The new residential community will be supported by new social infrastructure including:

- Two new primary schools
- A new secondary school
- New leisure and health facilities
- Local shops
- Other local community facilities

Taking into account the need to prepare a Development Framework and the initial required infrastructure improvements, **the Council anticipates the first homes being completed in 2025/26**. Of key importance prior to further residential development in this area is the delivery of a scheme to address existing congestion at the Cat & Lion junction.

South East Warrington Infrastructure Phasing (Policy MD2 and Policy MD6)



Indicative Phasing – Local Road Network

Policy MD3 Fiddlers Ferry

Land at the former Fiddlers Ferry Power Station is a mixed-use opportunity site that will be developed to create a sustainable, well-designed and distinctive place.

Land at Fiddlers Ferry will deliver around 1,800 homes, of which around 1,300 will be delivered in the plan period, and approximately 101 ha of employment land.

It will be served by new community infrastructure and will maximise travel by walking, cycling and public transport. Improvements will be made to the local road network as well as other off-site facilities including secondary schools. Over half of the allocation site will be devoted to parkland and recreational space.

The land to the south of the railway line and canal comprises a number of large lagoons which were associated with the cooling operation of the power station and for storage of fly ash deposits. This land provides for a second phase of development that will start later in the plan period with a significant area of the lagoons to be retained as an ecological and recreational resource.



Illustrative Development Concept for Fiddlers Ferry

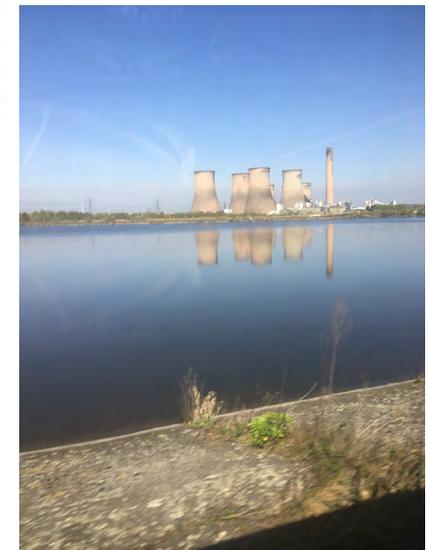
The new mixed-use community will be supported by:

- A new primary school
- A local centre including local shops and a new health facility
- Extensive areas of open space and recreation provision.

Taking into account the need to prepare a Development Framework, the demolition of the Power Station and initial required infrastructure improvements, **the Council anticipates development will commence in 2025/26.**



Lagoons to be retained



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Policy MD4 Peel Hall

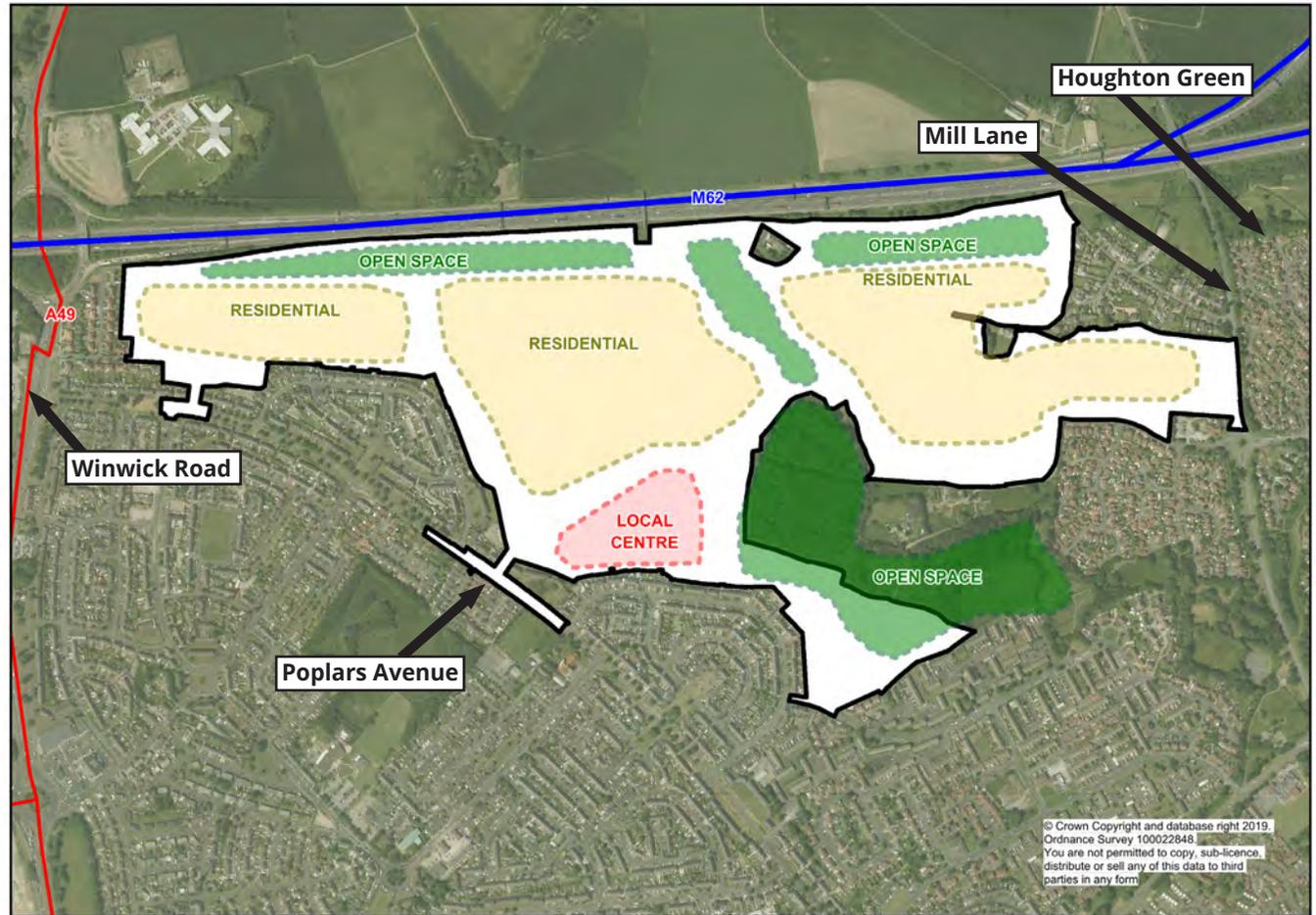
The Peel Hall site is located in north Warrington and covers approximately 69 hectares.

It is within the existing urban area, bounded to the north by the M62 Motorway, with residential development to the east, south and west. The A49 Winwick Road also runs parallel to the western side of the site.

Development of the Peel Hall site will deliver a new sustainable community of up to 1200 new homes.

The new community will be supported by:

- A range of community facilities within a Local Centre, including a new primary school, residential care home and local shops
- Extensive highways and transport improvements
- Extensive open space and recreation provision, including relocated and improved playing fields and associated facilities.



Illustrative Development Concept for Peel Hall

The existing road network cannot accommodate the level of growth proposed for the site without significant mitigation measures. **This means that no development will come forward until such a time as a scheme of highway mitigation measures and timetable for implementation have been agreed by the Council and National Highways.**

Community and transport infrastructure will need to be phased according to the requirements of the development and impact on the surrounding transport network. This will ensure that new residents have access to essential local services and facilities and that pressure on existing facilities in north Warrington is alleviated. Access via Poplars Avenue will be limited.



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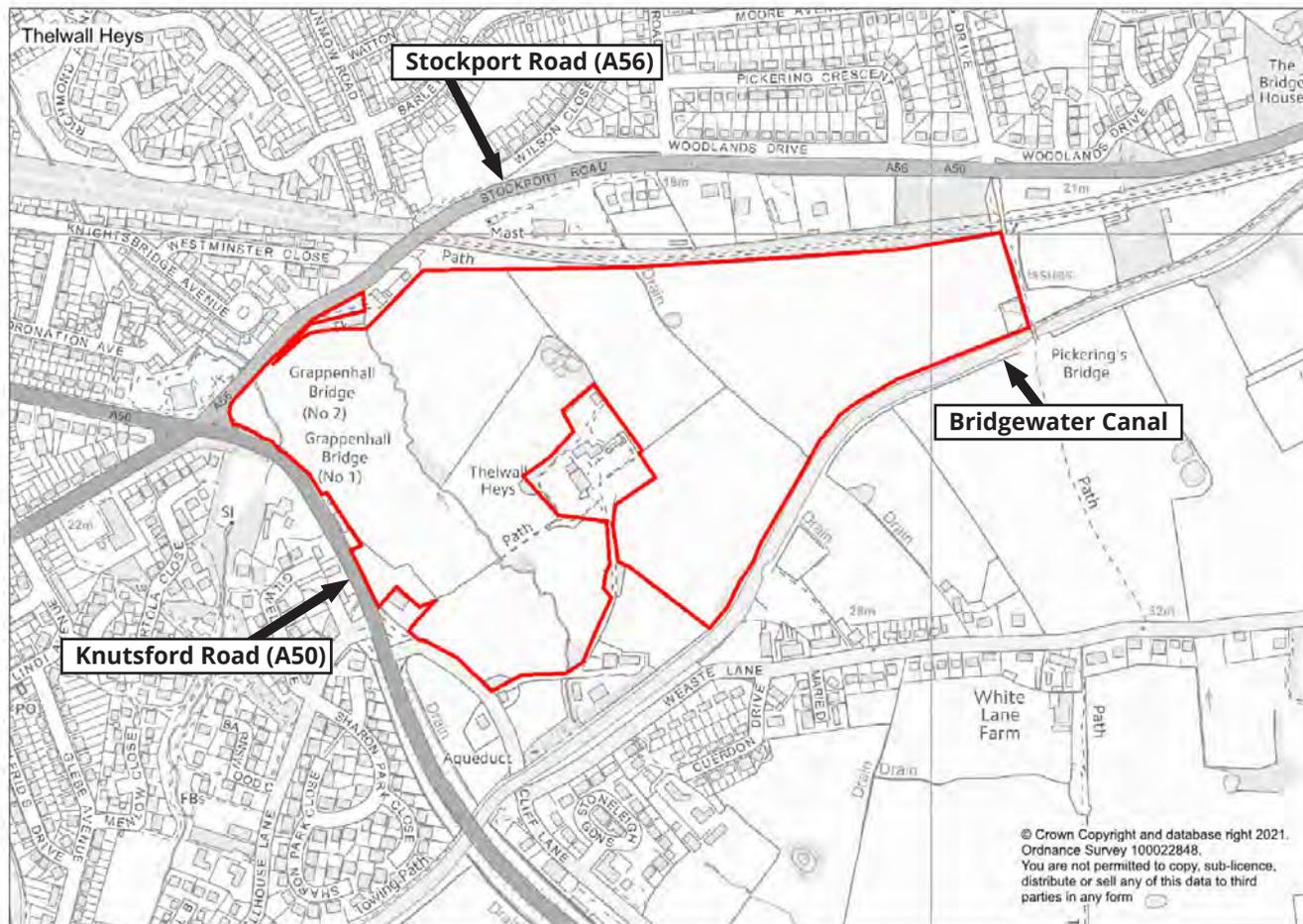
Policy MD5 Thelwall Heys

Land to the east of Grappenhall and south of Thelwall bounded by the A50, A56, the Bridgewater Canal and Cliff Lane will be allocated for residential development, providing a minimum of 300 homes.

The development will provide a high quality residential setting with good access to local services and facilities in Stockton Heath, Grappenhall and Thelwall and employment opportunities in the Town Centre and South East Warrington Employment Area.

The new development will preserve and enhance the heritage assets within the allocation site and will be designed to respect heritage assets in the surrounding area.

The Local Plan Green Belt Assessment determined that the site makes a weak contribution to the objectives of the Green Belt. The removal of the site from the Green Belt will provide new strong and defensible boundaries to the Green Belt.



Thelwall Heys Site Boundary

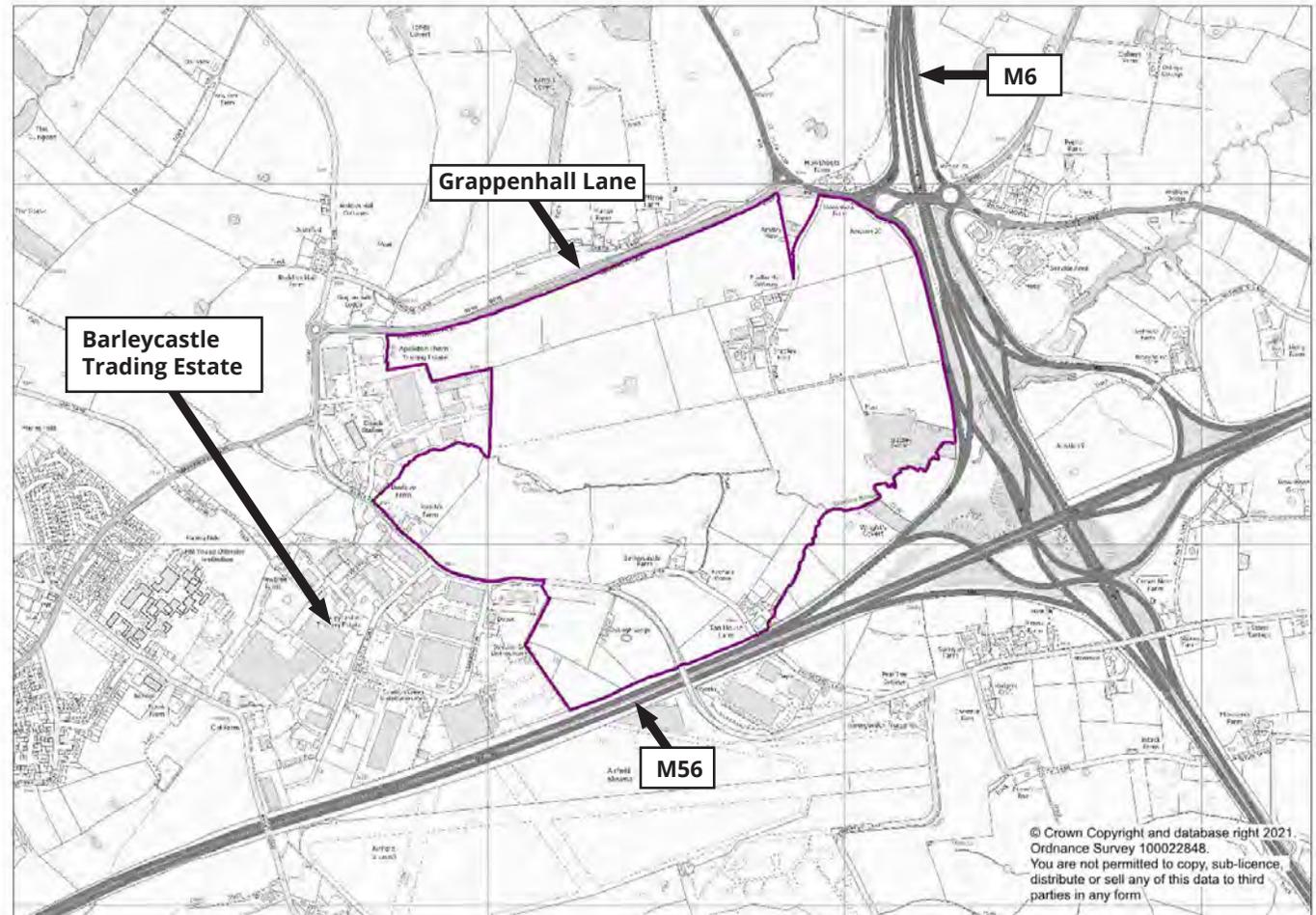
Development is expected to come forward quickly on the adoption of the plan. This means the first new homes are **anticipated to be completed in 2024/25**, with the development completed in full within the first 10 years of the plan.

Policy MD6 South East Warrington Employment Area

The South East Warrington Employment Area will be a major new employment location of 137 hectares strategically located at the junction of the M6 and M56, adjacent to the existing Appleton Thorn/Barleycastle Industrial Estates.

The Employment Area will make a significant contribution to meeting Warrington's future employment land needs at both a local and strategic level. It will comprise large scale distribution, logistics, industrial uses and ancillary offices, benefiting from its accessibility to the motorway network.

The Employment Area will provide new green infrastructure, ensure the permanence of revised Green Belt boundaries and will preserve and enhance the setting of heritage assets within and close to the site.



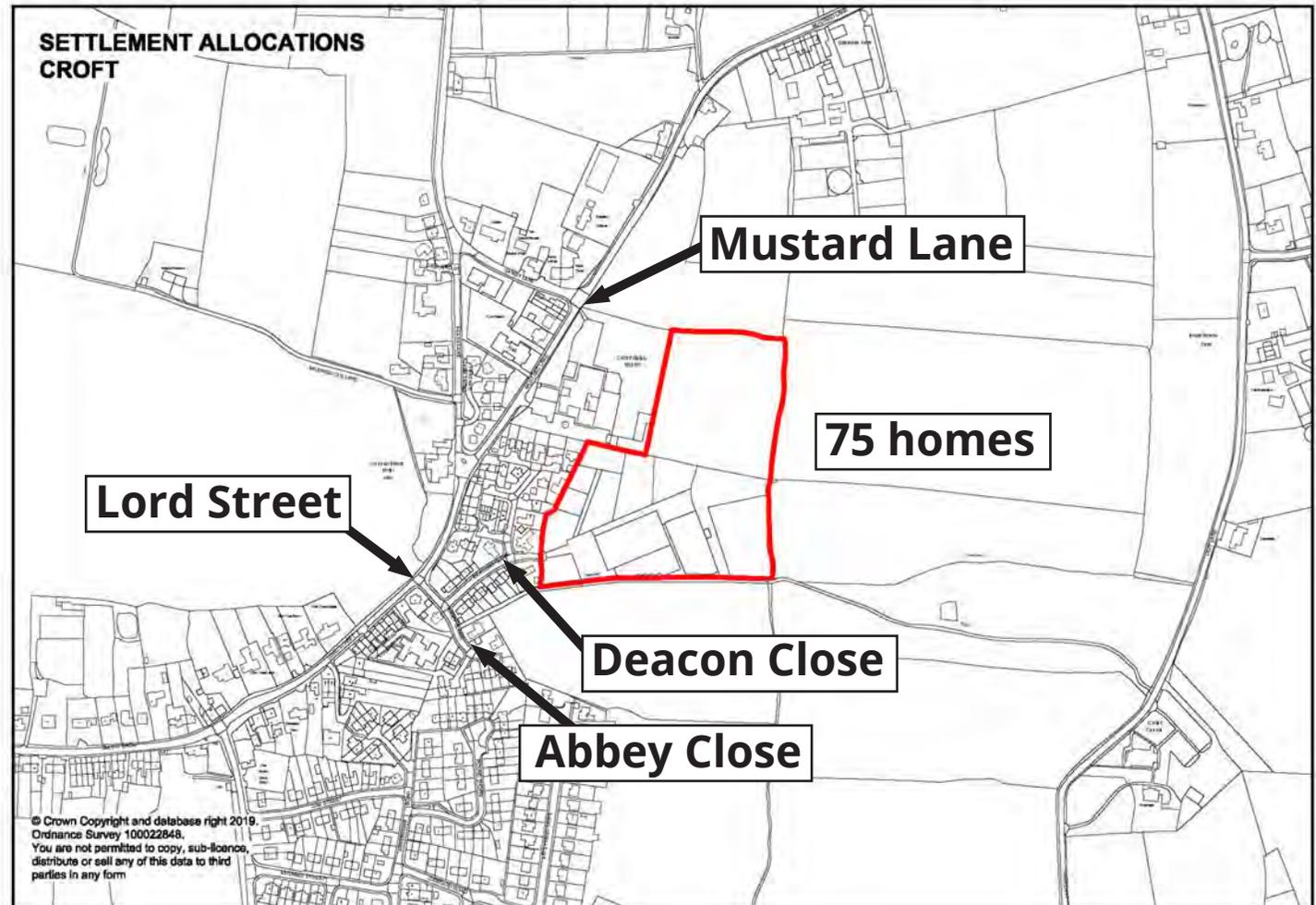
South East Warrington Employment Area Site Boundary

Transport mitigation measures will be identified to offset the impact of traffic generated by the employment development on Junction 20 of the M6. This will be in agreement with National Highways (formerly Highways England), with funding streams and trigger points identified for the delivery of the required works to enable development to come forward in the early years of the Plan period.

The full extent of the Employment Area will be built out and completed by the end of the Plan period in 2038.

Policy OS1 Croft

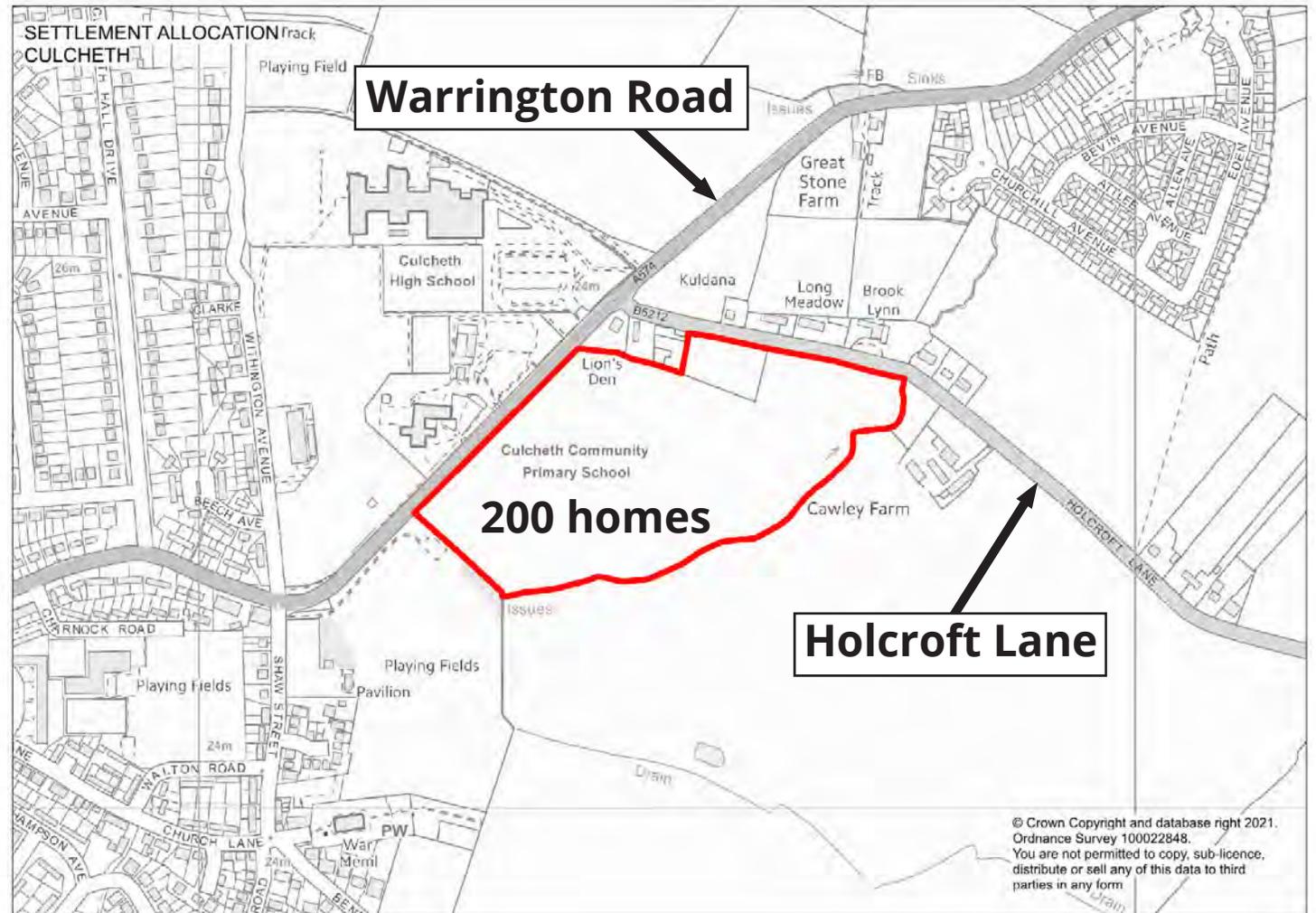
- Site is located to the east of Deacons Close and Croft Primary School.
- The site is considered to be in a sustainable location and is being promoted by the site owners / developers.
- An appropriate access to the site can be provided.
- The site has good accessibility to primary schools, formal play space and bus services.



Allocation Site Boundary

Policy OS2 Culcheth

- The site is located to the immediate east of the settlement on Warrington Road.
- The site is considered to be in a sustainable location and is being promoted by the site owners / developers.
- An appropriate vehicular access to Warrington Road (A574) and/or Holcroft Lane can be achieved with the opportunity to moderate vehicle speeds along Warrington Road and a pedestrian footway could be provided along the site frontage.
- In close proximity to primary and secondary schools and local services.



Allocation Site Boundary

Policy OS3 Hollins Green

- The site is adjacent to the settlement of Hollins Green in a sustainable location and is being promoted by the site owners / developers.
- It has good accessibility to the primary school and local services.
- An appropriate access to the site can be provided.



Allocation Site Boundary

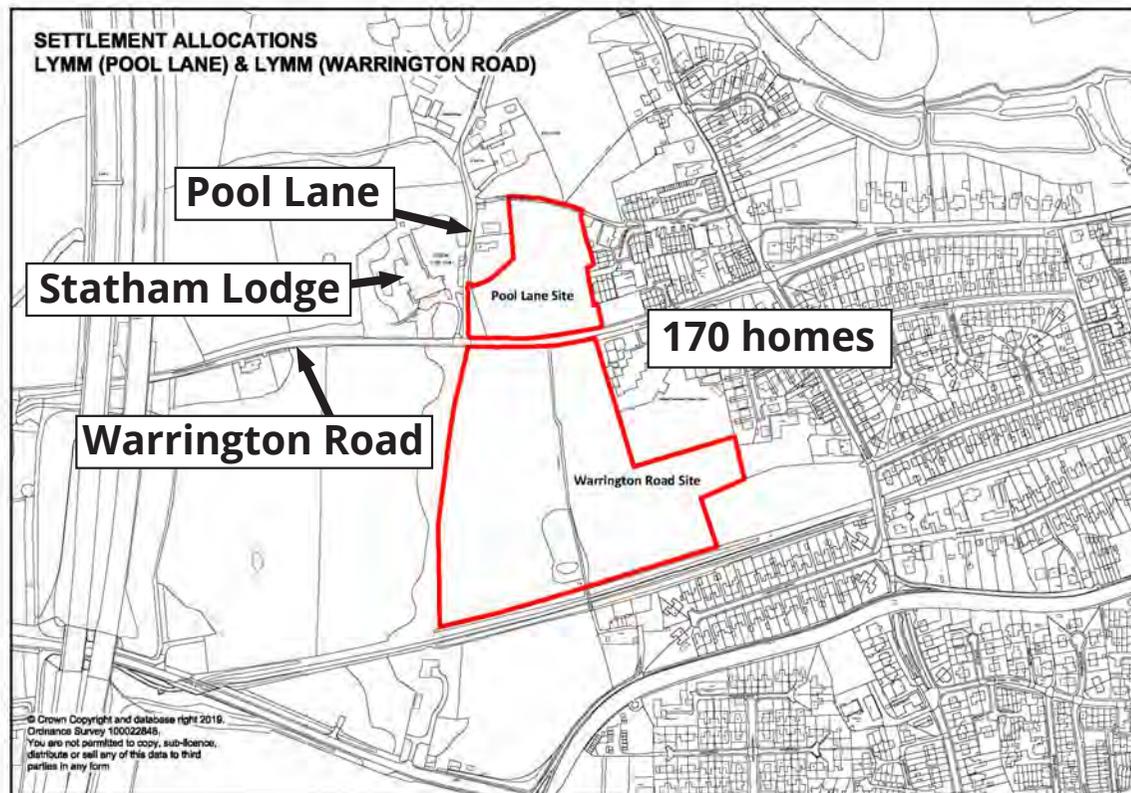
Policy OS4 Lymm – Pool Lane / Warrington

Warrington Road

- The site is adjacent to the settlement of Lymm, located to the west of the settlement off Warrington Road.
- The site is in a sustainable location and is being promoted by the site owners/developers.
- The site has good accessibility to formal play space; primary and secondary schools and bus services.
- The development will need to make a contribution towards a new health facility for Lymm.
- The site now falls within Flood Zone 1 as identified in updated Environment Agency (EA) Flood Mapping 2021.
- An appropriate access to the site can be provided.

Pool Lane

- The site is adjacent to the settlement of Lymm, located to the west of the settlement off Warrington Road.
- The site is in a sustainable location and is being promoted by the site owners / developers.
- The site has good accessibility to formal play space, primary and secondary schools and bus services.



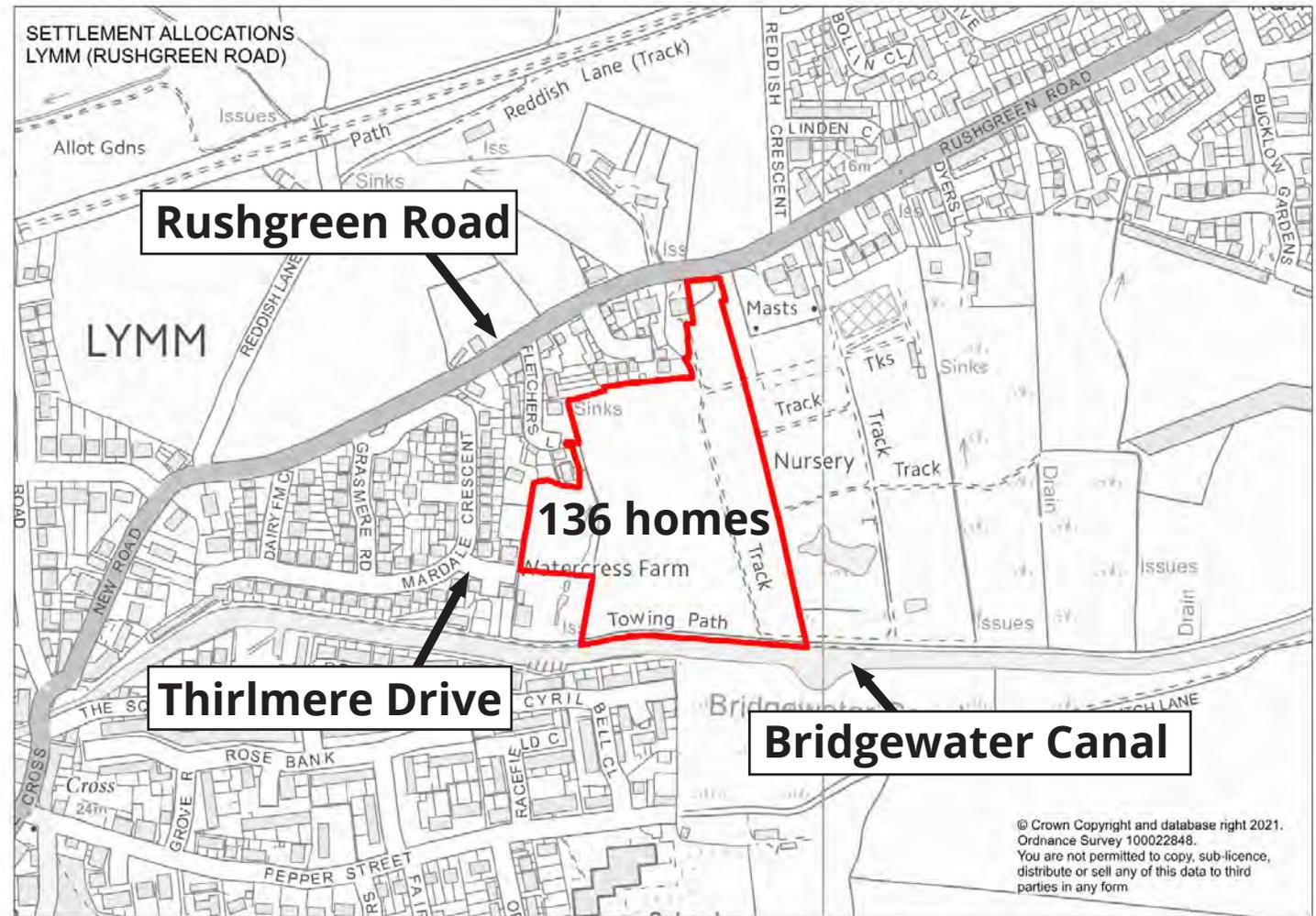
Allocation Site Boundary

- The development will need to make a contribution towards a new health facility for Lymm.
- Most of the site is now within Flood Zone 1 as identified in updated EA Flood Mapping 2021. There is only a very small portion of the northern part of the site that is within Flood Zone 2.
- An appropriate access to the site can be provided.



Policy OS5 Lymm – Rushgreen Road

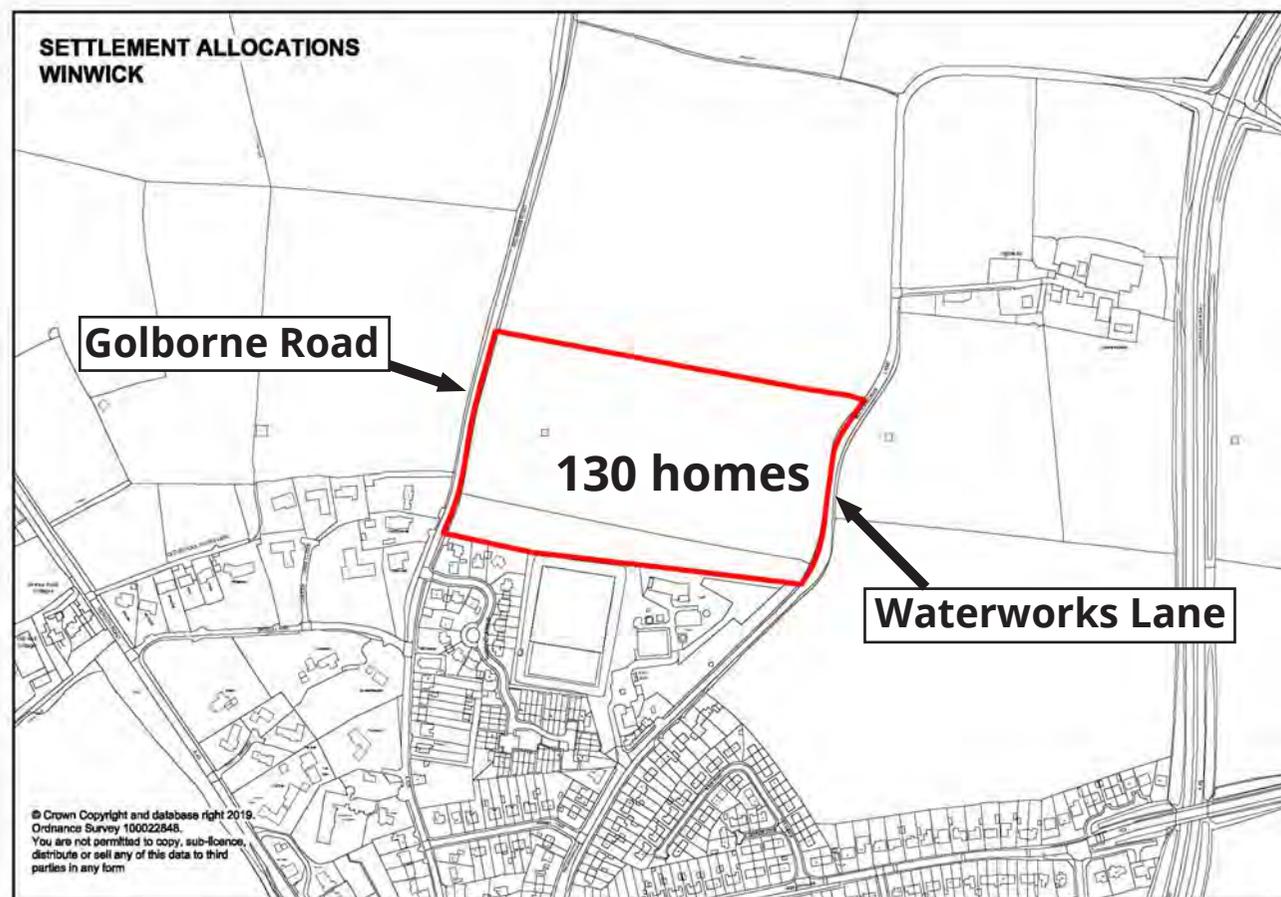
- The site is adjacent to the settlement of Lymm, located to the east of the settlement close to Rushgreen Road.
- The site is considered to be in a sustainable location and is available having been promoted by the site owners and with a planning consent on part of the site.
- Good accessibility to the local centre, primary and secondary schools and bus services.
- The development will need to provide for a new health facility for Lymm.
- An appropriate access to the site can be provided.



Allocation Site Boundary

Policy OS6 Winwick

- The site is located to the immediate north of the settlement.
- The site is considered to be in a sustainable location and is being promoted by the site owners / developers.
- An appropriate access to the site can be provided.
- The site has good accessibility to primary schools, formal play space and bus services.



Allocation Site Boundary



Other Key Strategic Planning Policies

DEV2 Meeting Housing Needs – Requires 30% affordable housing (20% in Inner Warrington), increased discount in higher value areas to make properties genuinely affordable and high levels of accessible and wheelchair housing.

DC1 Warrington's Places - Recognises the range of 'places' across the Borough and their differing needs, including Inner Warrington, Sub-urban Warrington, Warrington's countryside and settlements, visitor attractions and the role of Neighbourhood Plans.

DC2 Historic Environment - Seeks to protect the Borough's historic environment, ensuring it is enhanced and proactively managed whilst supporting appropriate, sustainable development.

DC3 Green Infrastructure - outlines a strategic approach to the care and management of the Borough's Green Infrastructure and seeks to conserve the Borough's assets as well as protecting the vital and wide ranging functions these assets perform.

DC4 Ecological Network – sets out the formal designations active within the Borough and ranks these in order of their importance, in order to guide the degree of protection afforded to these designated sites.

DC5 Open Space, Sport and Recreation Provision – seeks to protect existing areas of open space whilst ensuring the creation of new areas of open space where appropriate.

DC6 Quality of Place – Sets out the parameters for ensuring the delivery of high quality design across the Borough.

INF1 Sustainable Travel and Transport – sets out principles for improving safety and efficiency of the transport network, tackling congestion, improving air quality, promoting sustainable transport and encouraging healthy lifestyles.

INF4 Community Facilities – seeks to provide appropriate provision of community facilities to support sustainable communities, protecting existing facilities and providing new ones where needed.

INF5 Delivering Infrastructure – seeks to ensure that demand and implications for infrastructure are identified and provided for in a timely manner.

ENV7 Renewable and Low Carbon Energy Development – sets out a clear approach to the provision of renewable and low carbon energy and gives guidance on how development should respond to energy issues across the Borough.

ENV8 Environmental and Amenity Protection – sets out the Council's commitment to delivering environmental and amenity improvements across the Borough.

Please ask a member of staff for a full list of policies if you would like more information.



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