

Warrington Local Plan EiP

Matter 11: Transport and other Infrastructure

On behalf of Taylor Wimpey, Bloor Homes and Lone Star Land and Mulbury (Grappenhall) Limited.

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1. Matter 11 – Transport and other Infrastructure

Issue – Whether the Local Plan is justified, effective and consistent with national policy in relation to the approach to transport and other infrastructure.

Sustainable Travel and Transport (INF1)

- 1.1. Our position on Policy INF1 – Sustainable Travel and Transport is set out in our representations (**UPSVLP 1431, P6, para. 7.79 to para. 7.82**). This policy will not be effective and is not justified.
- 1.2. We also appended highways representations, by Mode Transport Planning, to our main representations (**UPSVLP 143, Appendix 8**), which in summary sets out that:
 - Based on the avoidance of land owned by the Consortium (representor ref: 1431), Policy MD2 – South East Warrington Urban Extension would jeopardise the future delivery of the mass transit highway network and could limit further future development
 - The current South East Warrington Urban Extension (SEWUE) is unable provide an improved connection to the A50 due to the removal of the strategic infrastructure proposed at the former Garden Suburb allocation
 - The removal of the east-west link road that was previously proposed is likely to place more pressure on the existing highway network, placing greater emphasis on improving existing highway junctions to enable development, particularly those along the A49
 - The impact of the highway infrastructure proposed within the SEWUE is less effective at reducing journey times than the infrastructure proposed within the Garden Suburb
 - The location of Fiddler’s Ferry will result in the formation of a relatively isolated community which, in sustainable transport terms, is disconnected from neighbouring settlements – this will result in there being a necessity for residents to travel longer distances, by car, to access services and amenities.

Q1. Is Policy INF1 intended to be applied to all development, regardless of scale and type? If not, is this clear?

- 1.3. We will comment at the hearing session and await to see the Council's response.

Q2. Are all of the points in Policy INF1 genuinely related to development proposals or do some actually reflect the Council’s potential actions? How could the policy be rationalised to be more focussed on reasonable expectations of development?

- 1.4. We will comment at the hearing session and await to see the Council's response.

Q3. In other respects, is Policy INF1 justified, effective and consistent with national policy?

15. The policy will not be effective on the basis that:

- The proposed allocations at SEWUE and South East Warrington Employment Area fails to deliver longstanding plans to see strategic highway infrastructure delivered between the A49 and A50 – this has consistently depicted through all of the Council's prior evidence base for the Garden Suburb as being a critical piece of infrastructure¹
- The proposed allocations at SEWUE and South East Warrington Employment Area fails to deliver longstanding plans to see a mass transit highway network delivered to this location including the provision of a park and ride facility towards Junction 20 M6 as set out within the Local Transport Plan (LTP) – such a facility could have been delivered on Taylor Wimpey's controlled land at Junction 20 M6²
- The proposed housing allocation at Fiddlers Ferry is remote and detached from the main urban area of Warrington and therefore performs poorly in terms of accessibility³

Transport Safeguarding (INF2)

Q4. What is the basis for safeguarding land for the specific schemes in part 2 of Policy INF2? What is the status of the schemes in terms of progress and funding commitments etc?

16. Our position on Policy INF2 – Transport Safeguarding is set out in our representations (**UPSVLP 1431, P6, para. 7.83 to para. 7.87**). This policy will not be effective and is not justified.

17. Whilst the policy says that the Council will support priorities and improvements set out in the LTP, the decision to remove the Garden Suburb allocation and replace with the SEWUE and South East Warrington Employment Area means that the LTP policy objective of a mass transit highway network delivered to this location, including the provision of a park and ride facility towards Junction 20 M6, cannot be delivered.

Utilities, Telecommunications and Broadband (INF3)

Q5. Is Policy INF3 intended to be applied to all development, regardless of scale and type? If not, is this clear?

18. We will comment at the hearing session and await to see the Council's response.

¹ See response to Matter 6b: Main Development Area: South East Warrington Urban Extension, para. 1.5 to para. 1.10 and para. 1.29 to para. 1.34 and response to Matter 6f: Main Development Area: South East Warrington Employment Area, para. 1.16 to para. 1.19 (**M6b.08**)

² See response to Matter 6b: Main Development Area: South East Warrington Urban Extension, para. 1.5 to para. 1.10 and para. 1.29 to para. 1.34 and response to Matter 6f: Main Development Area: South East Warrington Employment Area, para. 1.16 to para. 1.19

³ See response to Matter 6c: Main Development Area: Fiddlers Ferry, para. 1.10 to para. 1.12 (**M6c.05**)

Q6. In other respects, is Policy INF3 justified, effective and consistent with national policy?

- 1.9. Our position on Policy INF3 – Utilities, Telecommunications and Broadband is set out in our representations (UPS VLP 1431, P6, para. 7.88 to para. 7.89). This policy will not be effective and is inconsistent with national policy.

Community Facilities (INF4)

Q7. What is the up to date situation regarding a new hospital and the potential need for a new site? Could this be accommodated within the policy framework of this Local Plan?

- 1.10. We will comment at the hearing session and await to see the Council's response.

Q8. In other respects, is Policy INF4 justified, effective and consistent with national policy?

- 1.11. Our position on Policy INF4 – Community Facilities is set out in our representations (UPS VLP 1431, P6, para. 7.90 to para. 7.91). This policy will not be effective and is not justified.

- 1.12. Only the former Garden Suburb allocation can deliver a centrally located District / Neighbourhood Centre and Country Park around Grappenhall Heys, as advocated through the Council's own master planning process⁴.

Delivering Infrastructure

Q9. Is Policy INF5 sufficiently flexible in terms of taking account of the impact on viability?

- 1.13. We will comment at the hearing session if necessary and await to see the Council's response.

Q10. Is the approach to a review mechanism for planning obligations justified?

- 1.14. We will comment at the hearing session if necessary and await to see the Council's response.

Q11. In other respects, is Policy INF5 justified, effective and consistent with national policy?

- 1.15. Our position on Policy INF5 – Delivering Infrastructure is set out in our representations (UPS VLP 1431, P6, para. 7.92 to para. 7.94). This policy will not be effective on the basis that some development, particularly those within the urban area, will not be viable to provide required contributions.

⁴ See response to Matter 6b: Main Development Area: South East Warrington Urban Extension, para. 1.8 to para. 1.10

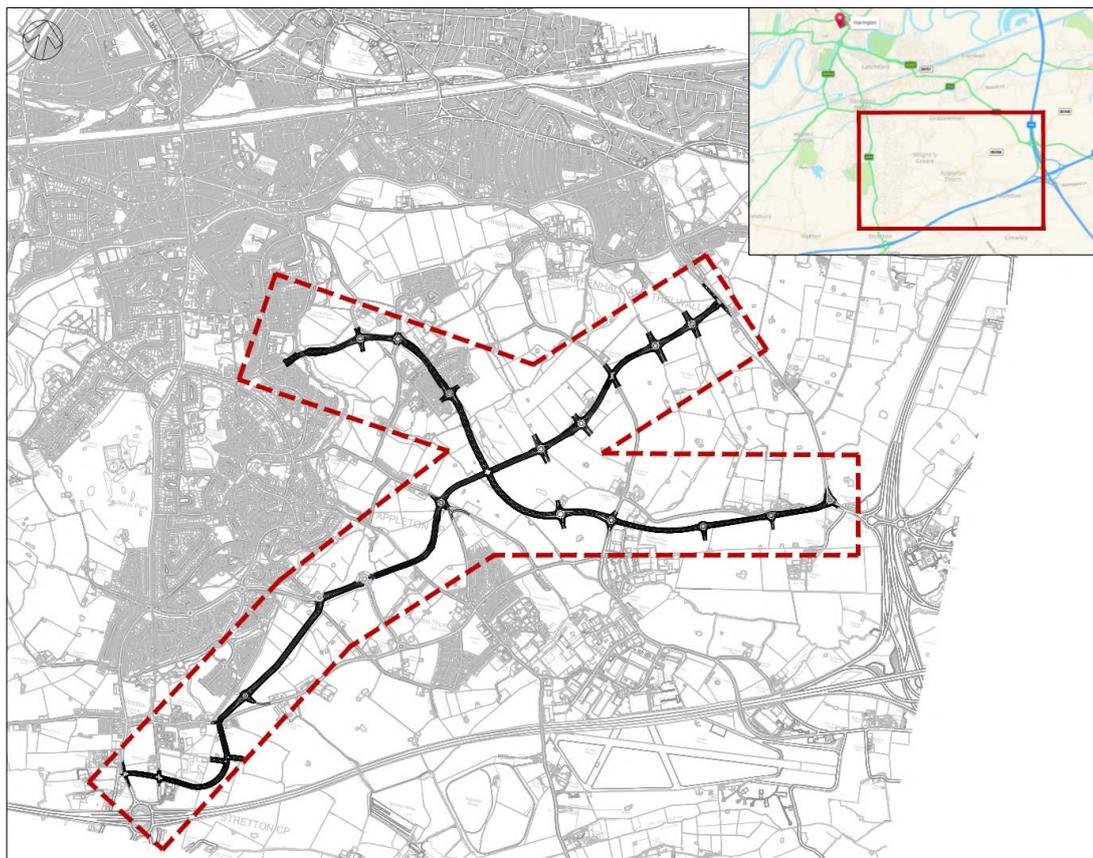
Aerodrome Safeguarding (INF6)

Q12. Is Policy INF6 justified, effective and consistent with national policy?

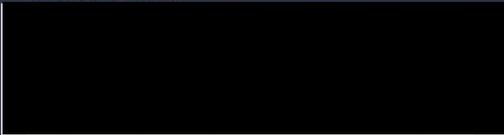
- 1.16. We will comment at the hearing session if necessary and await to see the Council's response.

Q13. Are any main modifications to the above policies necessary for soundness?

- 1.17. Yes, the former Garden Suburb proposals should be re-instated into the Local Plan.
- 1.18. Failing that, the additional land required to facilitate the delivery of the east west link and mass transit routes (including an accompanying park and ride facility towards Junction 20 M6) should be safeguarded for future development so as to adhere to the adopted LTP4. In doing so, reference to this associated infrastructure should be explicitly set out in Policy INF 1 part e and the required routes and sites required to deliver this infrastructure should be identified on the Proposals Map.
- 1.19. We will refer the Inspector to Figure 4.1 in the attached Mode Statement (copied below), and the site ownership plan and masterplan at Appendix 1 and 2 of our Regulation 19 representations.



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