



Warrington 'Updated Proposed Submission
Version Local Plan' (UPSVLP) (2021-2038)
Examination in Public

**JOINT STATEMENT BY HOMES
ENGLAND, MILLER HOMES AND
WARRINGTON BOROUGH COUNCIL**

East-West connectivity between the SEWUE
(MD2) / SEWEA (MD6) and beyond



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Enclosures

Enclosure 1: Drawing Ref: M10372_17

Enclosure 2: Drawing Ref: 70079931-001/P03

1.1 Introduction

- 1.1.1. During the Examination Hearings (specifically in respect of Matters 6b and 6f), third parties challenged the ability of the proposed South East Warrington Urban Extension (SEWUE) (Policy MD2) to provide a coherent and complete connection between the proposed SEWUE and separate proposed South East Warrington Employment Area (SEWEA). Specifically, the ability of the SEWUE to achieve the requirements of clause 27 (e) of MD2 without the requirement for third party land (notably that in the control of Taylor Wimpey), having regard also to the stated aims of the Fourth Local Transport Plan (LTP4) (2019).
- 1.1.2. This Statement has been prepared on behalf of Homes England (HE) and Miller Homes (MH) (Respondent Ref 0404 and 0432) , in collaboration with Warrington Borough Council (WBC), to specifically clarify how the proposed allocation can achieve the requirements of the Local Plan.
- 1.1.3. It has also been reviewed by the principal promoters of the SEWEA allocation (Policy MD6), namely Langtree Property Partners (LPP) and Liberty Properties (LP) and, where relevant, information pertaining to the SEWEA is also included.

1.2 Policy Requirements

Emerging Warrington Updated Proposed Submission Version Local Plan 2021 – 2038 (2021) (SP1)

- 1.2.1. Policy MD2, specifically clause 27, requires ‘a comprehensive package of transport improvements’ to support the SEWUE. It continues:

‘Required improvements will include:

(e) providing an improved connection from the allocation site to the A50.’
- 1.2.2. HE and MH note that WBC’s ‘Responding to Representations Report’ (**SP6**) confirms that WBC is not seeking a ‘direct connection’ to the A50 (see Page 163) rather that vehicles from the SEWUE are able to efficiently access the A50.

1.3 How can the SEWUE comply with the policy requirements?

- 1.3.1. A schedule of strategic highway infrastructure items required to facilitate the SEWUE has been identified and these are specifically listed in Appendix 2 of the Infrastructure Delivery Plan (**IN1**) and have informed the approach identified at Policy MD2.
- 1.3.2. As a general point, these measures are designed to be delivered in a phased and comprehensive manner and to enhance connectivity and accommodate the growth in movement demand, both within the SEWUE and in the adjoining local area during the lifetime of the development (within the plan period and beyond). Specifically, the introduction of the ‘D-link’ with complementary improvements to existing infrastructure assets, will provide the platform for delivery of the SEWUE allocation (as a whole).

- 1.3.3. In terms of specific east-west connectivity, Item A4 references an ‘A50 link and Barleycastle Lane (33m Corridor)’ within an estimated cost of £15m. This is a proposed connection between the on-site ‘D- link’ (i.e. within the allocation) to the B5356 Grappenhall Lane (outwith the allocation), including an improvement to the junction of B5356 Grappenhall Lane and Barleycastle Lane, utilising both available HE land beyond the proposed allocation boundary and as set out below, existing highway extents on B5356 Grappenhall Lane.
- 1.3.4. The extract below (taken from the HE/MH ‘A Deliverable Allocation’ document appended to the joint HE/MH Regulation 19 Submission (Ref: **UPSVLP 0404-P3 / 0432**)) illustrates what is proposed here.

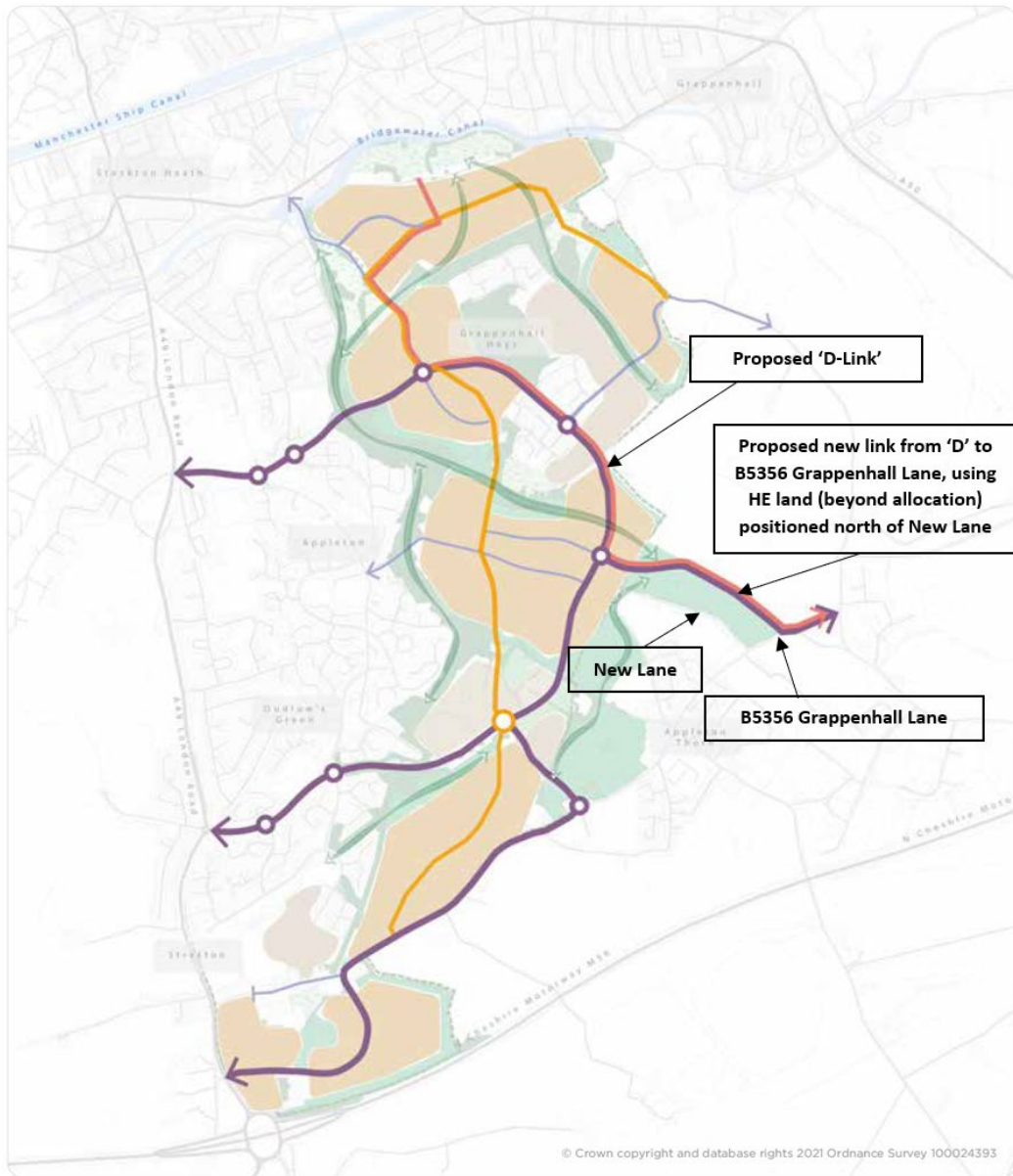


Figure 16. Indicative Movement Framework

Figure 1: Extract from 'A Deliverable Allocation'

- 1.3.5. The proposed eastern link (within HE land) can provide a new purpose-built carriageway (up to 33m in width) able to accommodate the traffic demand from the allocation; dedicated pedestrian and cycle facilities; safeguarded provision for future Mass Transit/Bus Priority provision (if required); and, a connection between the ‘heart’ of the proposed allocation and the wider road network to the east.
- 1.3.6. Beyond the HE land ownership (which goes as far as the B5356 Grappenhall Lane as shown on the **Enclosure 1** Drawing Ref: M10372_17), further connectivity (i.e. along the B5356 in an easterly direction to the proposed SEWEA) can be achieved by providing link and junction improvements utilising land within the existing adopted highway boundary.
- 1.3.7. To demonstrate what can be achieved, on behalf of HE/MH, WSP has sourced detailed Ordnance Survey (OS) mapping of the Grappenhall Lane link between the newly proposed highway (i.e. the connection from the D Link) and Barleycastle Lane.
- 1.3.8. Measurements of the existing carriageway width of Grappenhall Lane have been taken, which confirm that it varies between 5.7m and 6.8m between New Lane and Barleycastle Lane, increasing to 7.1m on the approach to the Barleycastle Lane junction (Figure 2 below shows the location of the named roads and their connectivity).

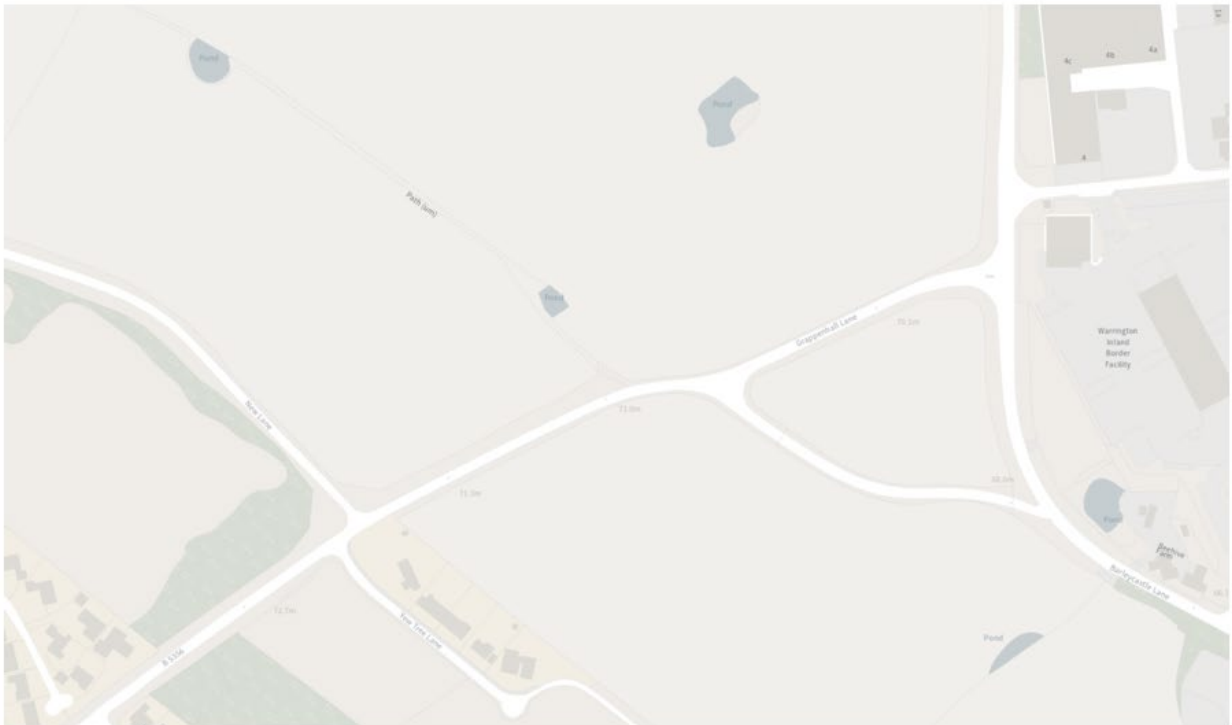


Figure 2: Extract from WBC Interactive Mapping showing location of New Lane, (B5356) Grappenhall Lane and Barleycastle Lane

- 1.3.9. The *highway boundary* extends from WBC’s online interactive map have been underlaid and then an initial site visit also carried out to corroborate the measurements. This confirms that at the narrowest point, a minimum width of 10.2m within the adopted highway can be achieved (i.e. there is significantly more land available in WBC highway authority control

than the existing carriageway width suggests). The extent of the adopted highway is illustrated on **Enclosure 1** Drawing Ref: M10372_17.

- 1.3.10. There is, therefore, sufficient land either side of the carriageway to facilitate widening of the carriageway, to accommodate pedestrian and cycle facilities and implement an acceptable scheme (an example of which is enclosed – see **Enclosure 2** - Drawing Ref: 70079931-001/P03). This demonstrates that if a standard carriageway width of 6.75m is provided, albeit realigned slightly further north (between the new connection from the SEWUE and the narrowest point), save for a 27m stretch this would leave more than 3m available width to the southern side to facilitate a shared-use pedestrian and cycle route between the new eastern link (from the SEWUE) and the junction of Grappenhall Lane/Barleycastle Lane. Within the short constrained 27m stretch, whilst slightly below the recommended width requirement of 3m set out in the Department for Transport (DfT) Cycle Infrastructure Design Local Transport Note 1/20 (July 2020), a minimum 2.5m shared-use pedestrian and cycle route can be provided, which has adequate forward visibility to enable pedestrians and cyclists to safely share the route. WBC has confirmed the acceptability of this narrower specification for a shared use path for the short distance indicated.
- 1.3.11. On the approach to Barleycastle Lane, the highway extents broaden further to allow a junction improvement with Barleycastle Lane including acceptable provision for pedestrians and cyclists. The additional highway capacity which would be afforded by such a provision has been included in the assumptions on enabling infrastructure in the Transport Modelling assessment set out WBCs evidence base (Document Ref **T1**) and described in para 9.14 as a ‘new link between the above ‘D’ link and Grappenhall Lane, with junction improvements at Barleycastle Lane’. Again, an indicative concept arrangement is shown in **Enclosure 2**: Drawing 70079931-001/P03 with the full expectation that the details of any final scheme will be agreed in due course as part of work to prepare the Development Framework (DF).
- 1.3.12. Additionally, there is an opportunity to better utilise the stretch of land which forks off to the south east from Grappenhall Lane (and joins Barleycastle Lane further south) as shown on Figure 2. This could provide an alternative or additional pedestrian/cycle connection to the south utilising additional unclassified highway land, if needed.
- 1.3.13. On this basis, HE and MH are advised that WBC is satisfied that the availability of land in this location and options for widening the carriageway do not present any insurmountable obstacle to achieving the aims of Policy MD2 or the objectives of LTP4. Furthermore, WBC acknowledges that a wider corridor between land held by HE and the roundabout junction of B5356 Grappenhall Lane and Broad Lane would only be required in the event that the outcome of the Mass Transit/Bus Priority study confirms that such land is required for a segregated public transport scheme.
- 1.3.14. At the Examination hearings on 12 and 14 September 2022 (Matters 6b and 6f), WBC confirmed that the Mass Transit/Bus Priority study will recommence in the coming months, it will take account of the updated (2021) Local Plan and inform a likely review of LTP4 (i.e. the formulation of Local Transport Plan 5), envisaged to be complete in 2024. WBC also

confirmed that following the outcomes of the updated Mass Transit/Bus Priority study, an updated Local Transport Plan (LTP5) or an updated Local Walking and Cycling Infrastructure Plan (LCWIP) then should additional land be required, WBC would consider using its powers to pursue a Compulsory Purchase Order (CPO) to acquire the land to aide delivery of a scheme which is of wider public benefit.

- 1.3.15. It is the expectations of the policy (MD2 clause 27(i) and/or through the suggested modifications to clause 7 put forward by HE/MH) that the full extent of any improvements required to support delivery of the SEWUE allocation will be identified pursuant to an appropriate Transport Assessment (TA) and work undertaken in support of preparation of the proposed DF.
- 1.3.16. In the meantime, this Statement demonstrates that there are several reasonable and deliverable options in this regard.
- 1.3.17. For all these reasons, HE/MH and WBC consider that the requirements of Policy MD2, specifically clause 27 (e) can be suitably satisfied in bringing forward development of the SEWUE. Furthermore, that the measures proposed 'fit' with the overall transport strategy that is evolving for South Warrington and which is underpinned by LTP4.

1.4 How can the SEWUE and SEWEA come forward in a coordinated manner?

- 1.4.1. Firstly, WBC as local planning authority can ensure that the requirements of Policies MD2 and MD6 are satisfied as individual applications for development come forward.
- 1.4.2. For the SEWUE, a precursor to any application is the requirement for WBC to approve a DF. Policy MD6 also refers to the need for a DF for the SEWEA. Therefore, WBC has the tools available to ensure that a holistic and comprehensive approach to development in this location is taken.
- 1.4.3. Whilst proposals for the SEWUE are still at a very early stage (pending adoption of the Local Plan), the submitted Statement of Common Ground (SoCG) (**SG04**) between WBC, LPP and LP confirms the status of proposals for the SEWEA. It also contains a Draft Masterplan Development Framework (MDF) at Appendix 1. Pages 14/15 of the MDF considers Traffic and Transport matters. Further information is also contained within LPP's submitted Hearing Statement (**M6f.07**) in so far as this relates to the Langtree elements of the SEWEA allocation and similarly in the Hearing Statement for LP (**M6f.08**).
- 1.4.4. When taken together, it is evident that a comprehensive package of improvements to pedestrian and cycling infrastructure are proposed in support of the SEWEA. These are illustrated on **Enclosure 1** Drawing Ref: M10372_17 and include:
 - provision of a new 3.5m shared pedestrian/cycle route (circa 1.2km) along Grappenhall Lane to the north of the Langtree site (see Section 3.34 of Appendix 4 to **M6f.07**);

- a commuted sum payment towards continuing this shared cycleway/footway to the Grappenhall Lane / Broad Lane roundabout (an additional 175m of footpath) (see Section 3.34 of Appendix 4 to **M6f.07**);
- a contribution towards the improvement of public footpaths/cycleways between Barleycastle Lane and Grappenhall Lane i.e. south of Broad Lane (see 8th bullet, page 14 of MDF at Appendix 1 in **SG04**); and
- improvements to Barleycastle Lane, including road widening, to improve safety and visibility, and the creation of a new 3m wide shared cycle/footway (see 7th bullet, page 14 of MDF at Appendix 1 in **SG04**).

- 1.4.5. Several 'Off-Site Highways Walking and Cycling' developer delivery items have been included at Appendix 2 of **IN1** and incorporated into the LPVA (**V2**), further reiterating support for the viability and delivery of the measures outlined above.
- 1.4.6. Additionally, Sections 3.3.16 and 2.2.17 of Appendix 4 to **M6f.07** confirm that WBC has already secured circa £500k via S106 planning obligations associated with the HE consented sites (detailed at Appendix 3b of the HE/MH Hearing Statement **M6b.09**), towards improving the local No.8 bus service along Stretton Road / Grappenhall Lane. Furthermore, an additional contribution of £600k towards a new public transport service has been agreed (in principle) as part of the Langtree Six 56 application.
- 1.4.7. It is fully anticipated that further measures and contributions will be made as the LP element of the SEWEA comes forward and in this regard, a total S106 contribution of £1.33m (inclusive of the Langtree costs already agreed in principle), has been included at **IN1** towards further improving public transport accessibility. This is in addition to further travel planning support and delivery of the infrastructure items identified separately for the SEWUE
- 1.4.8. It is therefore evident that both the SEWUE and SEWEA proposals are seeking to deliver significant pedestrian, cycle and public transport improvements in the locality as development of these allocations comes forward, thereby enabling the requirements of the emerging Local Plan to be satisfied in a coordinated and comprehensive manner. Specifically, they are meeting the requirements of draft policies MD2 and MD6, but also those outlined in infrastructure policies INF1 (Sustainable Travel and Transport) and INF5 (Delivering Infrastructure) which promote active travel, smarter travel choices and improvements to public transport infrastructure, based upon the requirements of LTP4.

1.5 Other relevant considerations

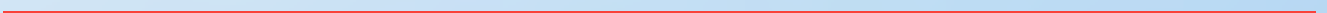
- 1.5.1. With specific regard to the issue of safeguarding for future mass transit/bus priority provision, as set out in LTP4 it will be for future WBC studies to confirm the exact nature of any Mass Transit services, including network coverage, levels of service, segregation from traffic and specific mode and to identify delivery and funding mechanisms (noting that Page 49 of **T8** states '*a large amount of optioneering, feasibility, and design work is required before we are able to confirm routes or identify corridors that the services may run on.*').

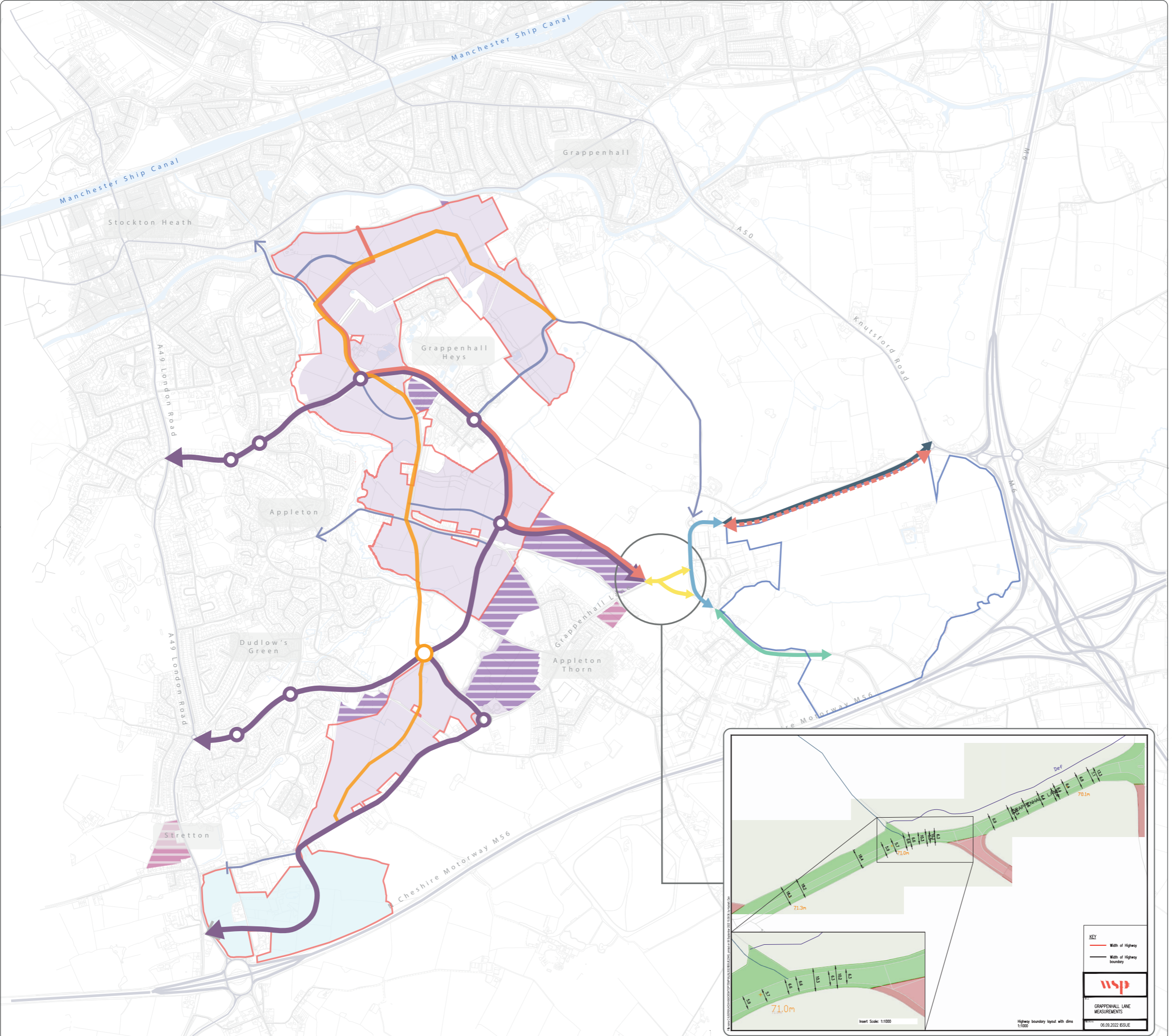


- 1.5.2. As set out earlier in this Statement, at the Examination Hearing for Matter 6b, WBC confirmed that this study was still to be completed and the aim was to do this within five years of adoption of LTP4 i.e. by late 2024.
- 1.5.3. In the meantime, both the SEWUE and SEWEA make safeguarding provisions for mass transit. It is also self-evident that **SP1** has had regard to the strategy, objectives and policies of LTP4 in its drafting and that the policies contained within, including in respect of the SEWUE, seek to deliver on its requirements and vision in so far as it is appropriate or necessary at this stage.

Enclosure 1

Drawing Ref: M10372_17














- Notes**
1. Drawing to be read in conjunction with all other drawings and specifications forming part of the project package.
 2. Do not scale off this drawing.
 3. This drawing must not be copied in whole or in part without prior written consent of Optimised Environments Ltd.
 4. Ownership boundaries provided by Savills / WSP.
 5. Policy MD2 boundary traced from Council website, available at https://mapping.warrington.gov.uk/wml/Map.aspx?MapName=Planning_and_LLC_External

Boundaries

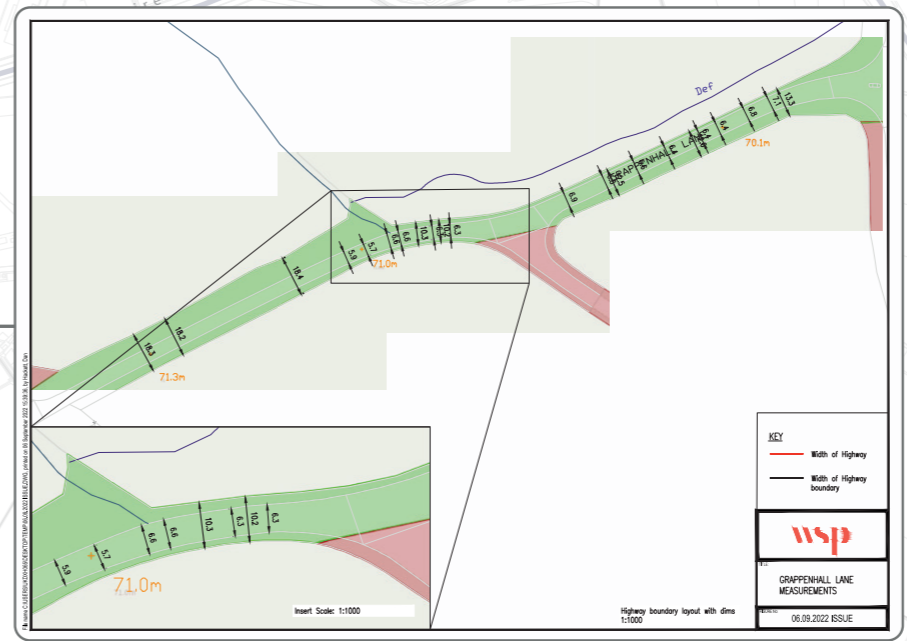
-  Policy MD2 allocation boundary
-  South East Warrington Employment Area (SEWEA) boundary
-  Homes England ownership within Policy MD2 boundary
-  Homes England ownership beyond Policy MD2 boundary
-  Additional Green Belt land within Homes England ownership
-  Miller Homes promotion land within Policy MD2 boundary

Routes

-  SEWUE Safeguarded Corridor for Future Mass Transit Route
-  SEWUE Strategic Link Route
-  SEWUE Community Connector
-  Local links
-  SEWUE - Proposed widening of Grappenhall Lane to accommodate 3m shared-use pedestrian and cycle route between SEWUE Strategic Link Route and Barleycastle Lane
-  SEWEA Safeguarded Corridor for Future Mass Transit Route
-  SEWEA Provision of 3.5m shared-use pedestrian and cycle route (Langtree)
-  SEWEA Extension of 3.5m shared-use pedestrian and cycle route (Langtree)
-  SEWEA Creation of a new 3m shared-use pedestrian and cycle route (Liberty Properties)

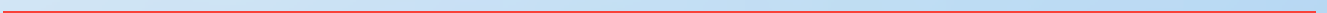
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Client	Homes England		
Project	South East Warrington Urban Extension		
Drawing Title	East – West Connectivity within and beyond the SEWUE		
Scale	NTS @ A3	Date	20 September 2022
By	CMC	Status	FOR INFORMATION
Checked	JF	Approved	MF
Dwg no.	M10372_17	Rev	02

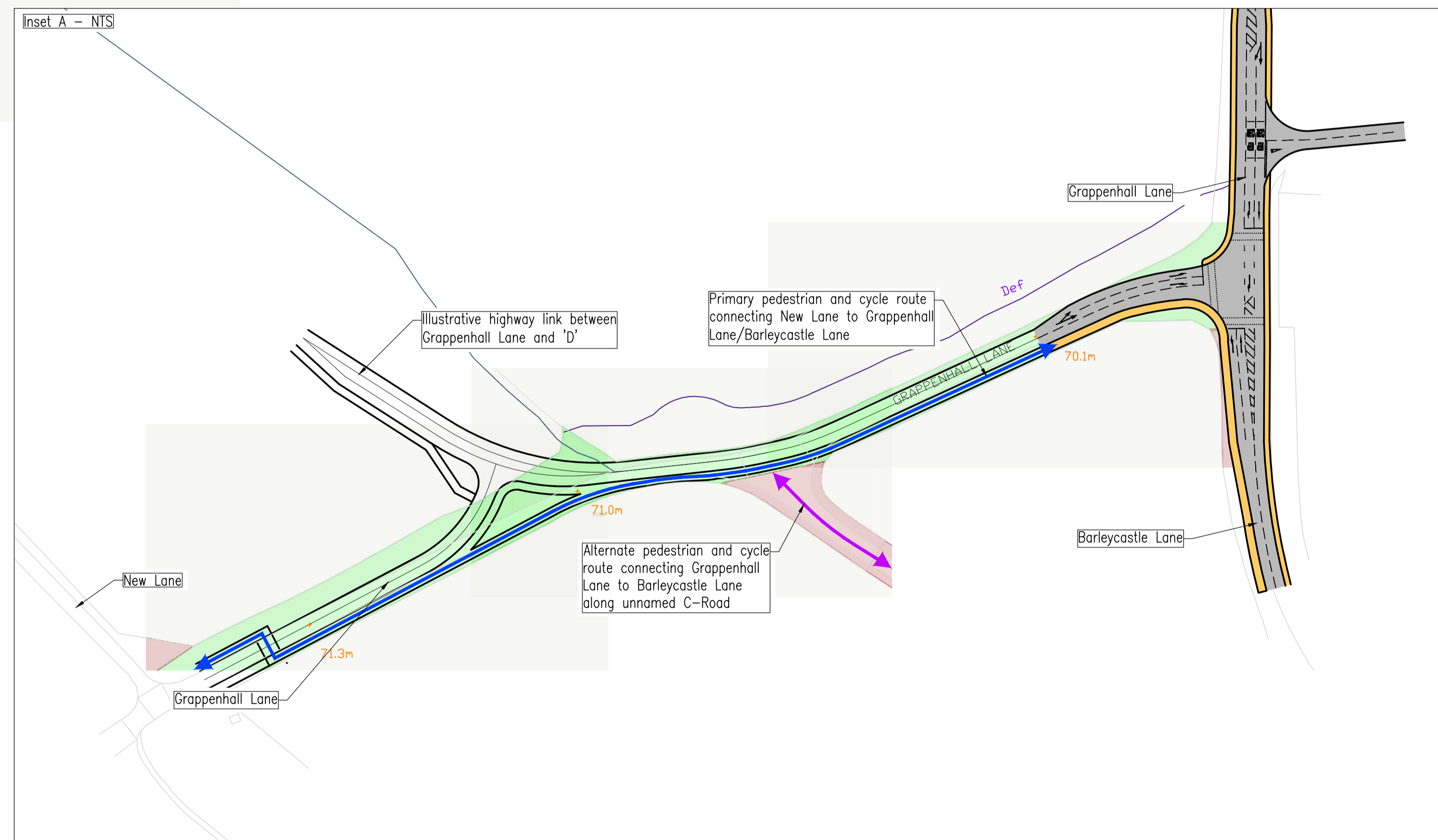
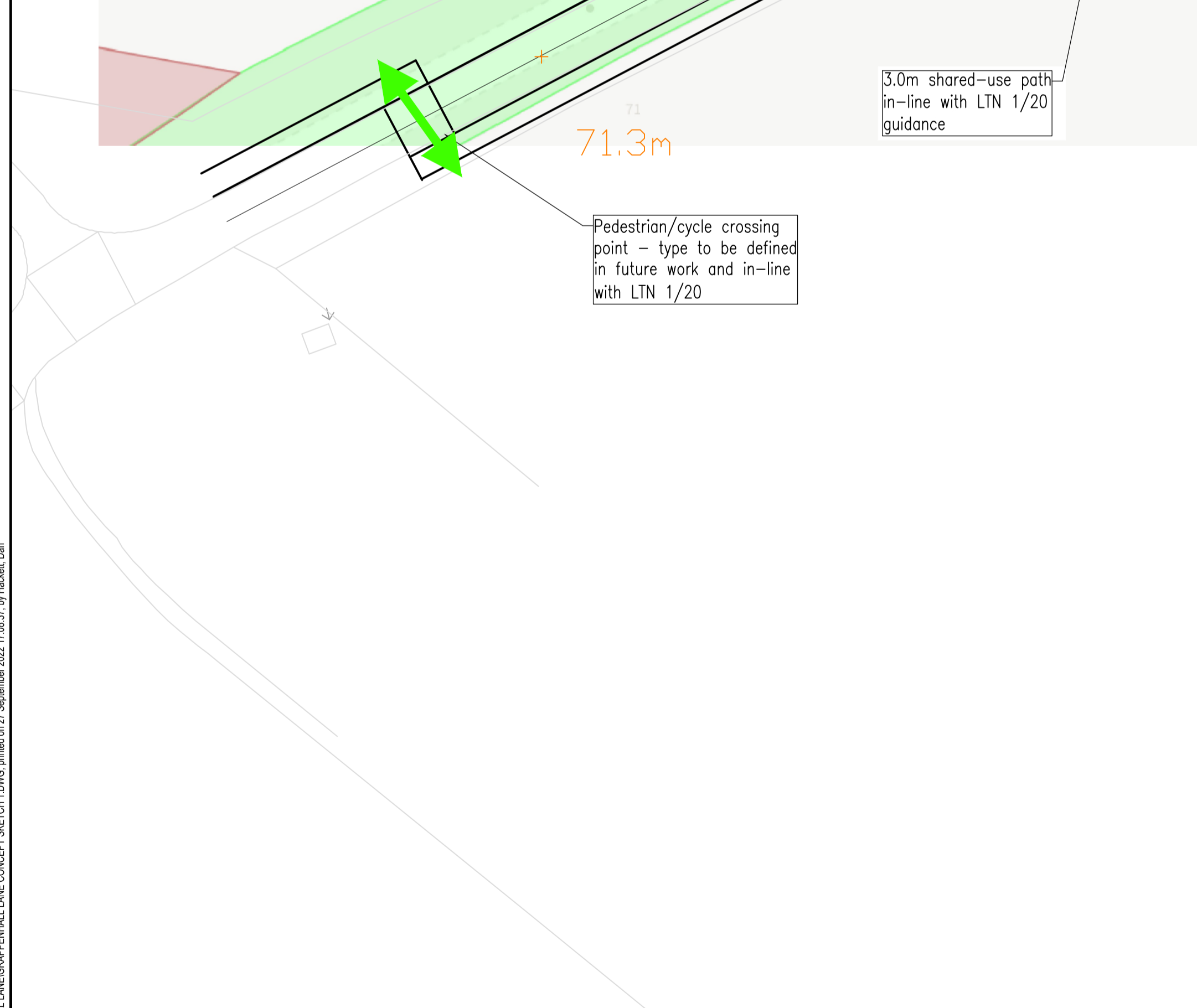
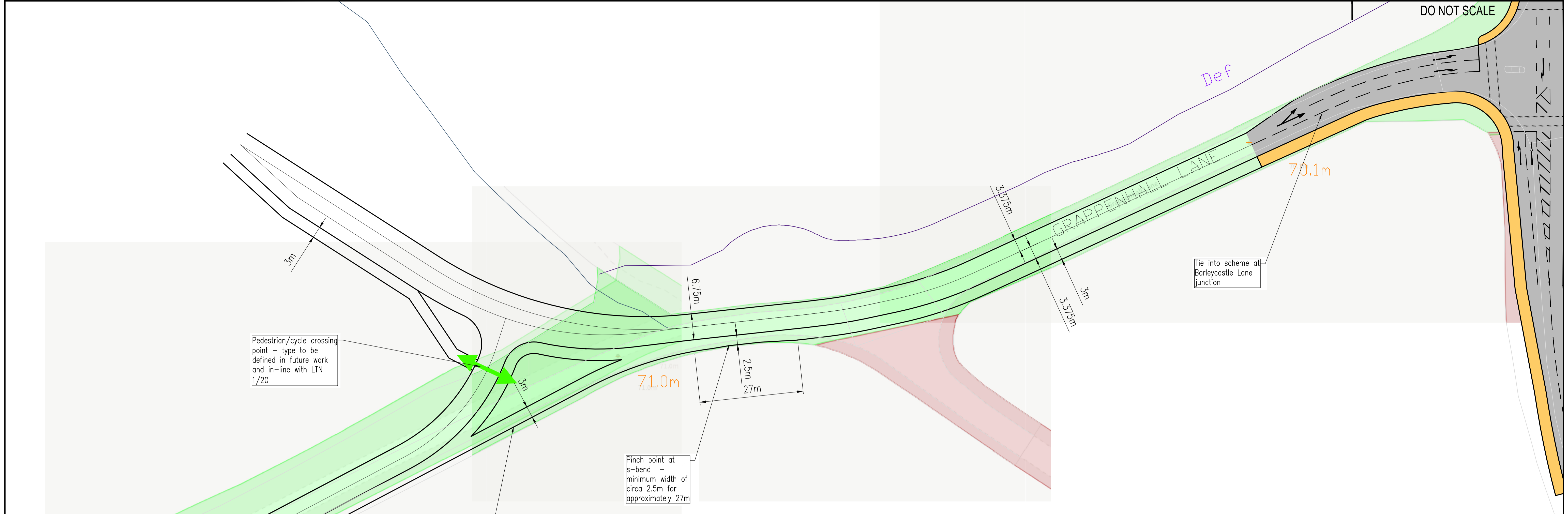


Enclosure 2

Drawing Ref: 70079931-001/P03



DO NOT SCALE



KEY

- Indicative Kerb Line
- Indicative Centre Line
- Highway Boundary (B Road)
- Highway Boundary (C Road)

File name: C:\Users\DK04686\Desktop\Grappenhall Lane\Grappenhall Lane Concept Sketch1.DWG, printed on 27 September 2022 17:08:37 by Hackett, Dan

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REV	DATE	BY	DESCRIPTION	CHK	APP
P03	27/09/2022	DH	UPDATED IN-LINE WITH HE COMMENTS	JP	AK
P02	26/09/2022	DH	GRAPPENHALL LN AND BARLEYCASTLE LN JUNCTION DETAIL ADDED	JP	AK
P01	21/09/2022	DH	FIRST ISSUE	JP	AK
P04	27/09/2022	DH	UPDATED IN-LINE WITH HE COMMENTS	JP	AK

DRAWING STATUS: S3 - FOR REVIEW

CLIENT:	HOMES ENGLAND
ARCHITECT:	

PROJECT:	SOUTH EAST WARRINGTON URBAN EXTENSION
TITLE:	GRAPPENHALL HAYS PEDESTRIAN AND CYCLE ROUTE CONCEPT

SCALE @ A1:	1:750
PROJECT No:	70079931
DESIGNED:	DH
DRAWN:	DH
DATE:	September 22
DRAWING No:	70079931-001
REV:	P03

CHECKED:	JB	APPROVED:	AK
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