



# Land at Hollins Green Development Prospectus

Warrington Local Plan



November 2021



# Turley



**Client**

Peel Holdings (Management) Ltd

**Our reference**

PEEM3056

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# 1. Introduction

This development prospectus has been prepared on behalf of Peel L&P Holdings (UK) (“Peel”) in respect of Land between Manchester Road and Warburton Bridge Road, Hollins Green. It sets out a vision and masterplan for the sustainable development of the site and its allocation through the emerging Warrington Local Plan. It also presents an assessment of the site’s suitability for development as proposed.

This prospectus is submitted in response to Warrington Council’s consultation on the Proposed Updated Submission version of the Local Plan (PUSLP). It should be read in conjunction with the suite of papers (dated November 2021) submitted by Peel, in response to the same consultation.

It comprises an update to the Development Prospectus dated June 2019 which accompanied Peel’s representations to the Proposed Submission version (PSLP) consultation on the Local Plan.

## Context

This prospectus is presented in the context of an acknowledged requirement that Warrington will need to identify a suitable and sustainable portfolio of Green Belt sites to meet its future housing needs over the period 2021 - 2038. Peel agrees with this conclusion as set out in its suite of representation papers. The papers provide general comments on the PUSLP published by the Council in September 2021 and the associated evidence base. They consider the following:

- The adequacy of the proposed housing requirement and supply;
- The proposed spatial distribution of residential development and appraisal of spatial options;
- The type and range of sites needed to meet the Borough’s development needs.

## Land at Hollins Green

The site is located immediately adjacent to the settlement of Hollins Green. Hollins Green is located within the eastern part of the Borough, close to its boundary with Salford. The site is well related to the settlement, with part of the northern boundary defined by the settlement boundary. The site extends to 12.24 ha in total and currently comprises agricultural land.

The site is presently designated as Green Belt land within the Warrington Unitary Development Plan (June 2005). Peel considers that the site would represent a sustainable location for residential development, capable of making a significant contribution to meeting the housing needs of Warrington over the emerging plan period and beyond, with the possibility of land being safeguarded in order to accommodate future growth. Peel therefore proposes that the site be released from the Green Belt and allocated for residential development through the Local Plan.

This prospectus demonstrates that the site represents a sustainable opportunity capable of accommodating a sustainable addition to Hollins Green which would support its future sustainability and viability as a settlement. The initial concepts show a layout which is wholly integrated with the existing settlement of Hollins Green, provides high quality landscaping and which provides opportunities for leisure and recreation both within the site and along the Manchester Ship Canal.

Having regard to this context, the prospectus goes on to consider how the site could be developed in a manner which ensures the role and integrity of the wider Green Belt is maintained and endures over the long term, consistent with the requirements of the National Planning Policy Framework (‘the Framework’).

The remainder of the document is structured as follows:

- Overview of the relevant strategic and planning policy context;
- Description of the site and its context;
- An overview of the opportunities and constraints presented by the site;
- An assessment of the contribution of the site to the Green Belt;
- Initial proposals, including the site analysis and design process that has informed them;
- An assessment of site deliverability;
- Summary of the benefits that development will secure;
- An assessment of the proposals, to demonstrate that development of the site is sustainable and achievable; and
- Summary and conclusion





# 2. Strategic Context and Development Needs

## National Planning Policy: National Planning Policy Framework

The National Planning Policy Framework (the Framework) came into effect in March 2012, and has been subject to a number of updates in the years since. The most recent iteration was published in July 2021.

Sustainable development is at the heart of the Framework. In planning for sustainable development, Local Planning Authorities, when ‘plan-making’, should positively seek opportunities to meet the development needs of their area (including for housing and affordable housing) with sufficient flexibility to adapt to rapid change. LPAs should identify a supply of specific, deliverable sites to provide a minimum of five years’ housing against their housing requirement as set out within their adopted strategic policies. Beyond this timescale, they should identify specific developable sites or broad locations for growth.

Green Belt boundaries may be altered (but only in exceptional circumstances) through the preparation or updating of Local Plans. When defining Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account. New Green Belt boundaries should, inter alia, reflect the Local Plan strategy for meeting identified requirements for sustainable development, identify areas of safeguarded land (where necessary) in order to meet longer-term development needs, be able to demonstrate that Green Belt boundaries will not need to be altered at the end of the plan period and define boundaries clearly, using recognisable physical features which are likely to be permanent.

## Warrington Local Plan

The Warrington Local Plan (“WLP”) consultation invites comments on the Council’s Proposed Submission Version of the Local Plan (PUSLP), the published evidence base and the Council’s conclusions on the Borough’s development needs intended to be met over the plan period.

The WLP recognises the need for Green Belt release in order to accommodate the borough’s housing and economic requirements. The suite of papers comprising Peel’s main representations deal with the questions of the extent and location of Green Belt release.

Peel welcomes the progression of the WLP and the opportunity to provide comment on the Borough’s aspirations and strategic policies for the plan period.

The figure to the right shows the proposed development site at Land at Hollins Green in the context of the wider region.

### KEY:

	Urban area
	Primary employment areas in Warrington
	Warrington city centre
	Key future growth areas
	Potential key future growth areas
	Manchester Ship Canal
	Motorway
	A580 East Lancashire Road
	Railway line
	Indicative proposed HS2 route
	Potential strategic housing sites (green belt release)





## Securing a sustainable future for the settlements of Warrington

Evidence prepared by Turley (see suite of papers submitted as Peel's main representations to the PUSLP) sets out a case for supporting further growth within the Outlying Settlements of the Borough to ensure the Borough can meet its housing needs across the plan period, that Green Belt boundaries can endure the possibility of further growth in Warrington and that the Outlying Settlements continue to be sustainable places to live.

Peel recognises that the Council's proposed growth strategy of directing incremental growth towards the Outlying Settlements is appropriate. However it considers that the sites identified by the Council to accommodate this growth are not the most sustainable and have been selected on a flawed basis. There are more appropriate, more sustainable sites which are capable meeting the development needs of the settlements. This includes the site contained within this document.

Allocation of the sites promoted by Peel would represent a more appropriate strategy than that currently proposed by the Council.

Peel has identified sites which are capable of accommodating this growth in a more suitable and more sustainable way than the sites identified by the Council.

Allocation of the sites promoted by Peel would represent a more appropriate strategy than that currently proposed by the Council.







# 3. Local Context and Site Sustainability

Warrington Borough is a Unitary Authority adjoining the city regions of Liverpool and Manchester. It is well connected to both by the strategic transport network and is therefore well placed to capitalise on the growth ambitions for these areas and the wider North, as articulated through the Northern Powerhouse ambition. It has its own plans and aspirations for growth.

The main town in the Borough is Warrington and its surrounding urban area. Hollins Green is a small settlement to the east of the urban area of Warrington, very close to the eastern boundary of the borough. It lies a short distance (c.300m) from the urban area of Salford. It lies immediately north of the A57 which runs east-west and connects Hollins Green to M6 (and runs between Warrington and Salford).

## The Site and its surroundings

The site encompasses a broadly triangular area of land to the south of Hollins Green. The site is divided into three fields by a ditch to the north and a small brook to the south. The land is currently used for agricultural purposes.

The site is bordered by the Manchester Ship Canal to the east, the A57 Manchester Road to the north, a caravan park to the west and Warburton Bridge Road to the south.

The proposed location is well related to existing facilities serving the established local residential area, including one primary school and a pre-school, a post office, public transport routes, two pubs and a range of recreational facilities.

The area falls within the 'undulating enclosed farmland' of Winwick, Culcheth, Glazebrook and Rixton, described in the Warrington Landscape Character Assessment (2007) as 'undulating farmland with a medium to large scale field pattern'.

A former clay extraction site, known as Rixton Clay Pits is located 0.75km west of the site and is now a nature reserve and a Site of Special Scientific Interest.

## Connectivity

The A57 passes just north of the site, connecting Warrington and Manchester. Regular bus services serve Hollins Green between Manchester and Warrington, as summarised below:

Service No.	Route	Frequency
100	Warrington - Manchester	Every 30 minutes (daytime) Every 60 minutes (evenings)

Glazebrook railway station is 1.5km to the north of the village and provides access to services between Manchester, Warrington and Liverpool.



Proposed Development Site in Settlement Context



View north east across the site



View south across the site

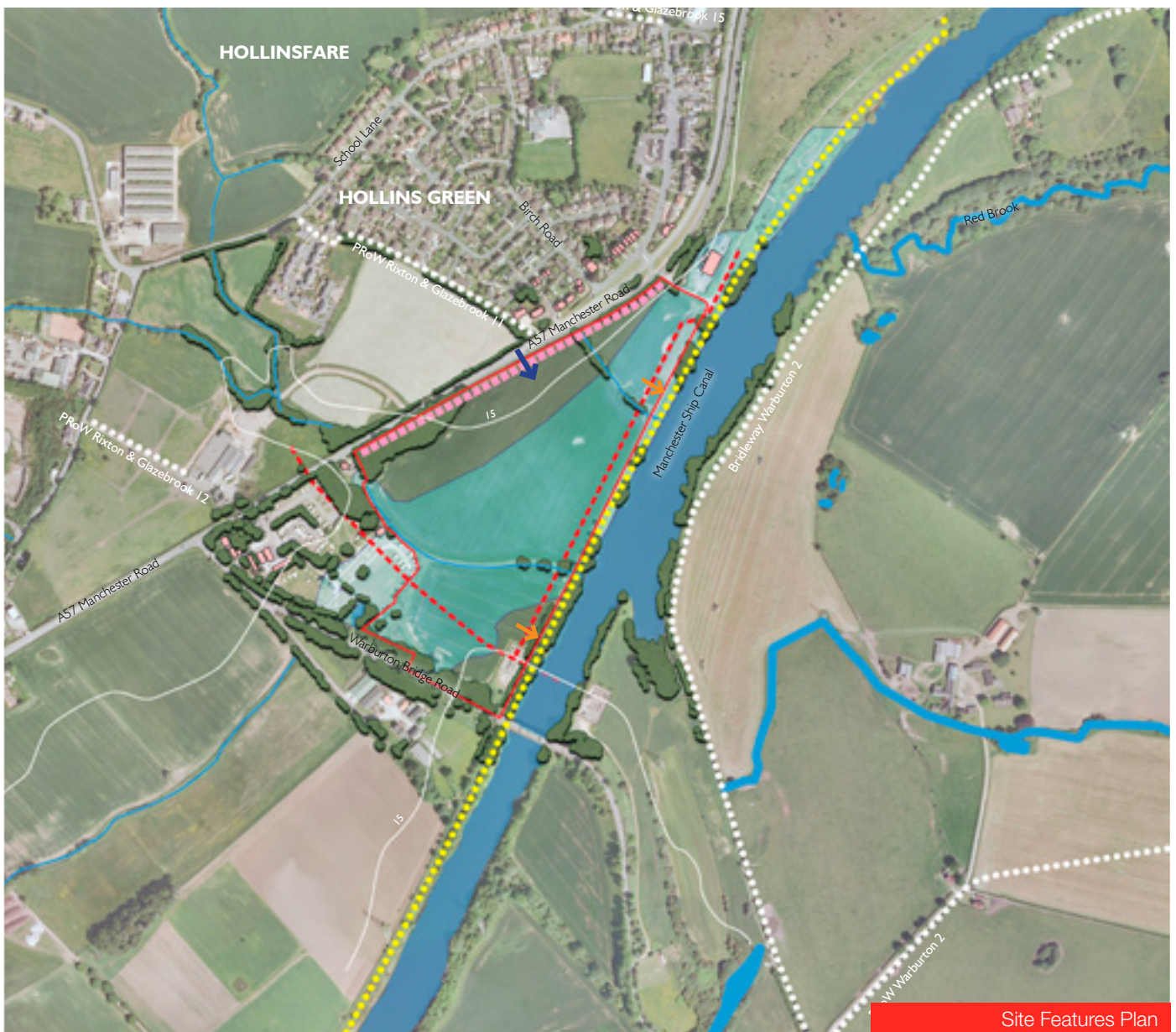














Existing site context

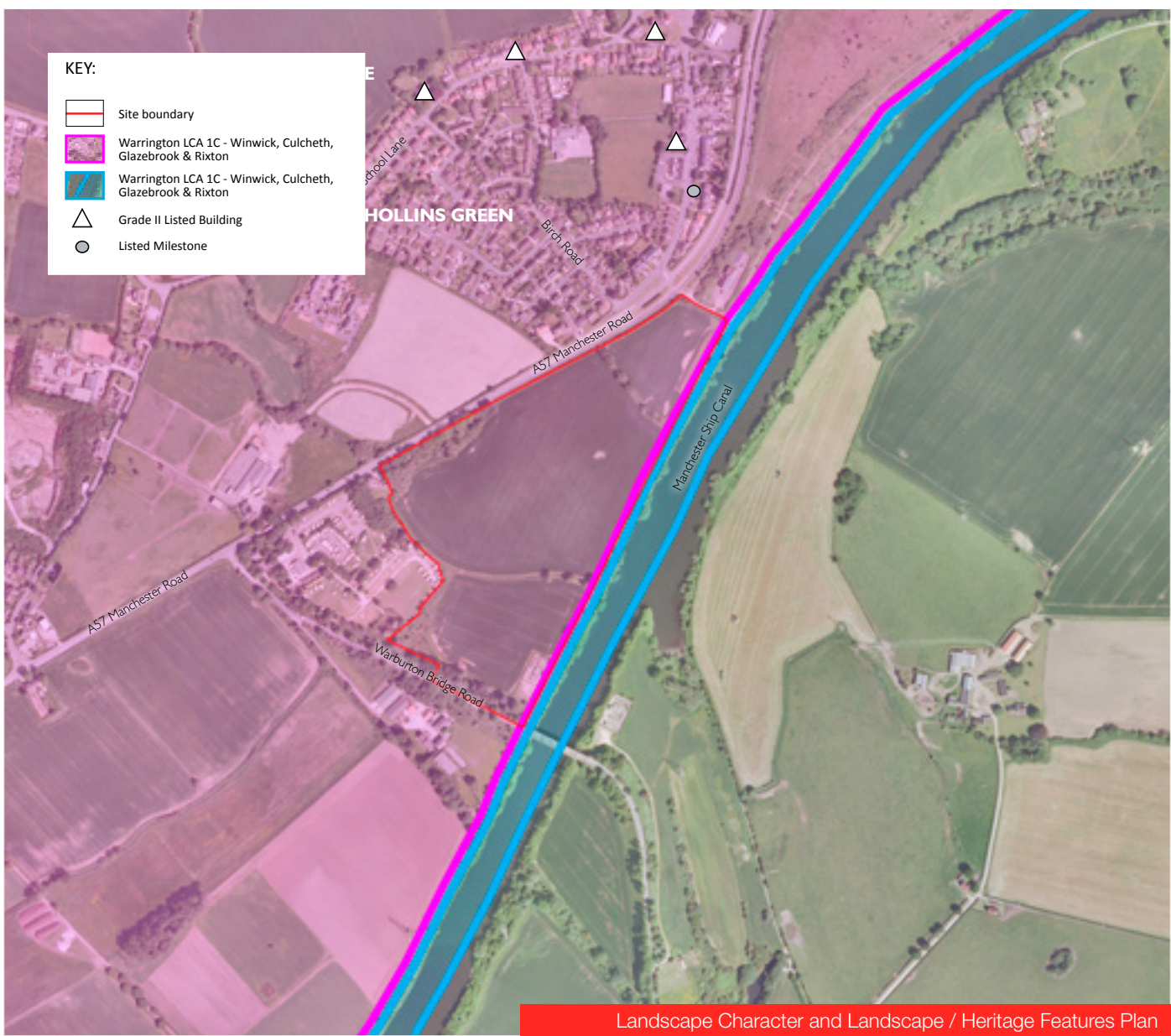


# 4. Opportunities and Constraints

The plans below have been prepared to show the opportunities and constraints relevant to development of the site. They have been informed by site visits and by reference to existing data such as the DEFRA Magic Mapping service and evidence base documents such as the Warrington Landscape Character Assessment 2007 and survey work presented in the technical appendix to this prospectus.



 Site boundary	 Contours	 Extent of flood risk on site (Flood zone 2)	 Potential links to locally walked routes
 Existing buildings within/ bounding the site	 Retain existing vegetation within site where possible	 Sensitive boundaries	
 Public Right of Way	 Existing water bodies/ watercourses	 Local high pressure mains	
 Locally walked routes	 Manchester Ship Canal	 Potential site access	





# 5. Green Belt Assessment

Hollins Green is inset from the Green Belt, with the existing settlement boundaries defined by the extent of built development.

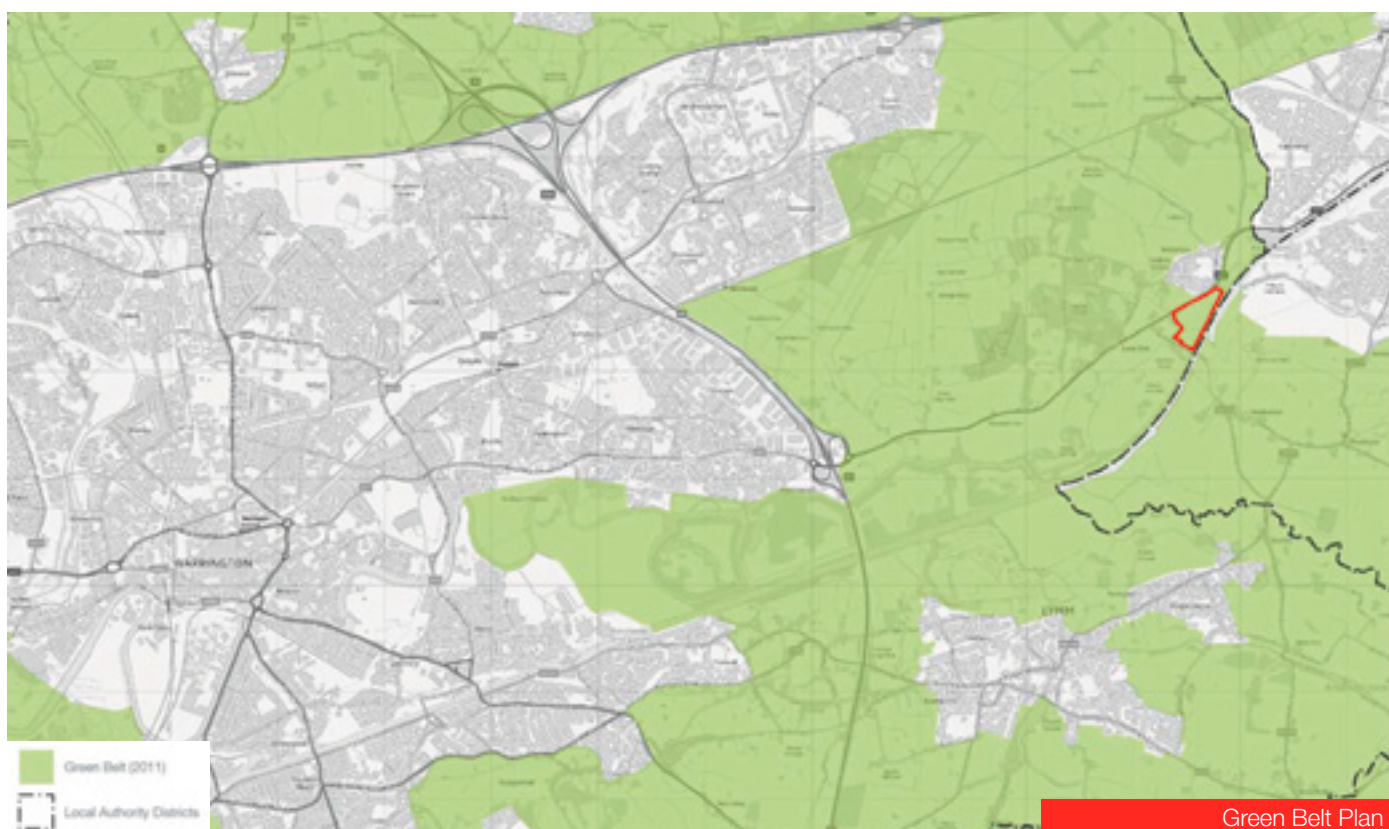
The Warrington Green Belt Assessment considers the site as part of much larger parcels of land (ref. HG5). It makes an assessment of the site's Green Belt contribution based on a methodology which Peel consider to contain a number of flaws (as critiqued in Paper 5 of Peel's main representations to the Local Plan). The Green Belt review initially concluded that this parcel makes a strong contribution to the Green Belt. Peel's December 2016 representations provided a number of comments on the conclusions reached with respect to the contribution which this site makes to the Green Belt. Peel's submission demonstrates that the site forms part of a wider parcel of land which would, if redrawn along genuinely durable boundaries as is the expressed intention of the review, make an overall weak contribution to the Green Belt.

In considering the release of any site from the Green Belt and its allocation for development, alongside understanding the general Green Belt sensitivity of the site, it is necessary to have regard to the likely form and layout of the proposed development. This will enable a full understanding of impact to be established.

Of relevance in this regard is the following:

- The form of development envisaged for this site has been informed by a detailed analysis of the site and its context, including its position as part of the new proposed boundary of the settlement.
- The site has robust defensible boundaries on all sides and is wholly enclosed by features that serve to permanently contain the site. These are to be further strengthened for example by the addition of a woodland planting to the northern and western boundaries.
- The provision of a substantial amount of open space along the Manchester Ship Canal corridor limits the extent to which encroachment will occur.

It is noted that the Council revised its conclusion on the Green Belt contribution made by the parcel within which this site is located from 'strong' to 'weak' in the 'Green Belt Assessment Addendum following Regulation 18 Consultation'. This is supported by Peel.







# 6. The Proposals

The land off Manchester Road, Hollins Green site has the essential components of a high quality place. It has a strong landscape framework and can form a logical and sustainable extension of the existing community.

The conceptual masterplan takes its cue from the existing landscape features both within and around the site; vegetation, landform, views, ecology, drainage and built form. The key opportunities of the site are explained through the following 'placemaking concept' steps.

## 1. Retain existing landscape features

- Existing trees, hedgerows and watercourses within the site will be preserved and set within the publicly accessible greenspaces where possible.

## 2. Greenspace network

- Creation of a green infrastructure network that preserves and enhances the existing landscape features within the site and provides an attractive setting for development.
- Creation of focal green overlooking the Manchester Ship Canal, with a linear greenspace extending along the frontage of the canal.
- Creation of a wide landscape buffer alongside Manchester Road. This will include the existing woodland and hedgerow, along with new tree planting and potential noise mitigation features.







### 3. Enhance connections

- Creation of green footpath corridors following the existing watercourses through the site and a new footpath along the canal frontage, which links to the existing pedestrian routes in the surrounding area.



### 4. Development parcels

- Creation of secure development blocks where the housing is orientated to maximise attractive views over the surrounding area and internal open spaces - providing natural surveillance and an attractive outlook for residents.


















## The Masterplan

The Masterplan shows how Land at Manchester Road could be delivered to provide 199 units within the Plan Period. It demonstrates the following features:

- signalised vehicular access to be taken from Manchester Road
- a Green Infrastructure network which includes a focal green overlooking the Manchester Ship Canal, providing recreation and leisure opportunities as well as improving access to surrounding areas
- a landscape buffer which surrounds the site, providing ecological opportunities and a pleasant, well designed development.

### KEY:

	Site boundary		Potential focal square
	Existing buildings		Proposed primary road
	Existing vegetation		Proposed secondary roads
	Proposed woodland planting		Proposed private drives
	Proposed avenue trees		Proposed vehicular access
	Green infrastructure		Proposed footpaths
	Proposed development area		
























## Illustrative Masterplan Showing Safeguarded Land

The above masterplan opposite shows how Peel's land at Manchester Road could be developed in two phases, with Phase 1 being delivered during the plan period providing c.93 dwellings, and Phase 2 being designated as safeguarded land, capable of delivering an additional 112 dwellings.

The case for safeguarded land and its distribution to a number of locations across the Borough, including Hollins Green, is set out in Paper 1 of the main representation.



**KEY:**

- |   |                            |   |                           |
|---|----------------------------|---|---------------------------|
|  | Site boundary              |  | Proposed private drives   |
|  | Existing buildings         |  | Proposed vehicular access |
|  | Existing vegetation        |  | Proposed footpaths        |
|  | Proposed woodland planting |  | Safeguard land            |
|  | Proposed avenue trees      |  | Watercourse               |
|  | Green infrastructure       |   |                           |
|  | Proposed development area  |   |                           |
|  | Potential focal square     |   |                           |
|  | Proposed primary road      |   |                           |
|  | Proposed secondary roads   |   |                           |





# 7. Suitability

This section demonstrates that the site is suitable to accommodate residential development.

The following suite of investigations have been undertaken to inform this assessment:

- Ecological Appraisal (The Environmental Partnership)
- Heritage Appraisal (Turley)
- Preliminary Drainage Strategy (Shepherd Gilmour)
- Flood Risk Advice (Shepherd Gilmour)
- Landscape Sensitivity Assessment (Randall Thorp)
- Health and Safety Check (Shepherd Gilmour)
- Transport Appraisal (i-Transport)
- Utilities Infrastructure Assessment (Shepherd Gilmour)
- Noise Screening Assessment (Miller Goodall)
- Contamination Pre Appraisal (Shepherd Gilmour)

These are provided in a separate technical appendix to this prospectus. They are summarised below.

## Environment

Ecology	<p>An initial Ecological Appraisal has been carried out to identify the ecological constraints and opportunities and the development potential of the site.</p> <p>Rixton Clay Pits is the closest nationally protected site and lies approximately 700m south west of site. Rixton Clay Pits is designated as a Special Area of Conservation (SAC), Site of Special Scientific Interest (SSSI), and as a Local Nature Reserve for its population of great crested newts and rich mosaic of wet grassland and woodland. Given the lack of connectivity between the site and Rixton Clay Pits, it is unlikely to be negatively impacted by development opportunities. Owing to the distances (&gt;1km) of other statutory or non-statutory nature conservation designations in the wider area, and taking account of the residential nature of the development proposals, it is very unlikely the development would result in any adverse effects on these sites.</p> <p>The majority of the site has been identified as being of low ecological value, consisting of three arable fields which have been recently ploughed and offer little opportunity to local wildlife. The Ecological Appraisal has identified some features of high and medium ecological value, such as plantation woodland, semi-natural broadleaved woodland, hedgerows, and drainage ditches. The masterplan will retain those features of highest ecological value and will provide buffers to ensure such habitats continue to function as wildlife corridors for a range of species. Where possible the masterplan will retain less sensitive habitats, but if removal is unavoidable, mitigation or compensate will be provided.</p> <p>The presence of any protected species will be protected through the adoption of relatively simple design principles, which will be informed by future detailed survey work.</p> <p>There are opportunities to increase the biodiversity of the site through tree and hedgerow planting, drainage design, and provision of new habitat. The retained areas of habitat will also maintained and enhanced to further provide opportunities to both wildlife and the local community. The development can also secure the removal of non-native invasive species (such as Himalayan balsam) recorded within the site boundary which will enhance existing green corridors by removing species that exclude native vegetation.</p> <p>In addition, future development of the site will achieve a minimum 10% net gain in biodiversity. A future application for the development of the site will be accompanied by a completed biodiversity metric using the methods set out in the Preliminary Ecological Assessment. It will meet the expected future legal requirements in this regard.</p> <p><b>There are no ecological reasons to prevent the site being allocated for residential development.</b></p>
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Heritage	<p>A Heritage Appraisal has been carried out. It identifies heritage assets with the potential to be affected by the proposals.</p> <p>There are no heritage constraints to redevelopment of the site. It is not considered to fall within the setting and/or contribute to the significance of the nearby listed buildings.</p> <p>Development of the type and arrangement identified in the Masterplan will sustain the significance of nearby heritage assets.</p> <p><b>There is no heritage reason to prevent the site being allocated for residential development.</b></p>
Flood Risk	<p>A desktop flood risk assessment has been carried out. According to the Environment Agency's Flood Risk Map for Planning, the majority of the site is located within Flood Zone 2, whilst some parts are within Flood Zone 1. The site is therefore within an area considered to have a low to medium risk of flooding. At the detailed design stage, the risk of flooding will need to be considered and if necessary appropriate mitigation provided.</p> <p><b>There is no flood risk reason to prevent the site being allocated for residential development.</b></p>
Landscape	<p>An appraisal has been carried out to evaluate the landscape character and assess the value and sensitivity of an established Study Area which includes the site. Following this, the appraisal uses the outcome of the sensitivity assessment to assess the sensitivity of the site and to advise on its development potential.</p> <p>The appraisal states that there is nothing to indicate that there is anything about the landscape character of the study area which should be considered remarkable or out of the ordinary with the exception of Rixton Clay Pits which is located 500m away from Hollins Green and Woolston SSSI which is located over 1km from Hollins Green.</p> <p>The site is located immediately south of the settlement of Hollins Green. It is generally flat and well enclosed on all sides by mature vegetation, the Manchester Ship Canal to the south, the A57 to the north, and the Hollybank Caravan Park and Warburton Bridge Road to the south west.</p> <p>The masterplan demonstrates that the site would be developed whilst preserving and enhancing the existing landscape features. New woodland areas could be introduced to the site boundary creating an attractive landscape setting and green corridors. A network of new footpaths and cycle routes could be incorporated into the design through the green corridors improving wildlife connectivity and enhancing recreational routes.</p> <p>The appraisal concludes that a well-designed development that preserves the existing landscape features, provides a green infrastructure network would have no significant effects on the site, the character of Hollins Green or the wider landscape of the Study Area.</p> <p><b>There is no landscape reason to prevent the site being allocated for residential development.</b></p>
Trees and Hedgerows	<p>The development can be designed to retain the boundary hedges and trees and where necessary supplement them with new tree planting. Trees can be retained within open space and footpath links. Development of the site will ensure that the trees are managed for the future and that they are retained as long term landscape features.</p> <p><b>There are no arboricultural reasons to prevent the site being allocated for residential development.</b></p>
Land Quality	<p>The most recent use of the site was for agricultural purposes and it has never been subject to a use which may pose insurmountable contamination risks.</p> <p>A Predicted Agricultural Land Classification report has been carried out and states that the land is likely to comprise Grades 3a and 3b and is unlikely to comprise better quality land than other areas around Hollins Green.</p> <p><b>There is no reason to prevent the site being allocated for residential development on the basis of contamination or the quality of agricultural land.</b></p>
Health and Safety	<p>A preliminary consultation with the Health and Safety Executive (HSE) indicated that a Local High Pressure main passes through the centre of the site and this is considered to be a major accident hazard pipeline. The proposed housing will be located in the outer zone of HSE's safety zoning, which will comply with the HSE guidelines.</p> <p><b>There is no health and safety reason to prevent the site being allocated for residential development.</b></p>



Noise	<p>A Noise Screening Assessment has been carried out to review potential impacts of noise on the site. It is considered that although noise from HS2 and traffic noise could impact the site, it would not be a barrier to residential development. Provided good acoustic design measures are implemented, development of the site is likely to be suitable.</p> <p><b>There is no reason to prevent the site being allocated for residential development on the basis of noise.</b></p>
Contamination	<p>A Contamination Pre Appraisal has been undertaken. This is a precursor to a full Phase 1 and 2 Geo-Environmental Assessment. The work carried out concludes that there is no risk to human health as a result of contamination. A limited area is categorised as best and most versatile agricultural land.</p> <p><b>There is no contamination or agricultural land reason to prevent allocation of the site.</b></p>
<b>Infrastructure</b>	
Highways	<p>An initial transport appraisal has been carried out to identify the potential constraints and opportunities relating to highways and the development potential of the site</p> <p>A range of facilities and services will be available locally within walking and/or cycling distance of the site. These include the primary school, post office, public houses and play area. Doctors, dentist and pharmacy in Cadishead can be accessed on foot or by using local bus services. Buses are available to Lymm and Culcheth High Schools and there is a frequent bus service from Hollins Green providing connections to Warrington, Irlam, the Trafford Centre and Manchester. Rail services can be accessed at Irlam with connections to a range of destinations.</p> <p>The appraisal confirms that access to the site is proposed off Manchester Road and feasibility level designs have been produced and the capacity of these considered. This will operate satisfactorily without giving rise to unacceptable residual highways effects on the local network. Site access is deliverable and achievable.</p> <p>The development will generate up to 150 vehicles (two-way) in the peak hours. The traffic flows are likely to be spread to the east and west of the site. Around 90 vehicles per hour could use the A57 Manchester/Warburton Bridge Road junction, with this traffic spread over the three arms at the traffic signals. The development traffic therefore adds one vehicle every 40 seconds to the junction, c. two vehicles every cycle of the traffic signals. It is unlikely that such an increase will result in significant increases in queues and delays.</p> <p>On this basis it is concluded that, in accordance with the NPPF, development should not be prevented on transport grounds as the residual cumulative impacts of development will not be severe.</p> <p><b>There is no highways reason to prevent the site being allocated for residential development.</b></p>
Drainage and Sewerage	<p>A preliminary drainage strategy has been prepared. This confirms that the site is greenfield and that any surface water is likely to discharge into local watercourses.</p> <p>The masterplan will be designed to limit surface water to the greenfield run-off rate, and attenuate surface water volumes on site, including an allowance for climate change. Attenuation will be provided either above ground (i.e. swales, ponds and detention basins) or below ground (i.e. oversized pipes or geocellular modules). By restricting discharge rates, the post-development discharge rate will mimic the existing conditions.</p> <p>United Utilities (UU) asset plans indicate a network of foul and surface water sewers located in close proximity to the site. It is likely that any foul drainage generated by the development will connect into the nearby treatment works and pumping station. Further consultation will be conducted with UU.</p> <p><b>There is no drainage or sewerage reason to prevent the site being allocated for residential development.</b></p>
Utilities	<p>An initial assessment of utilities in the area has identified that existing electricity, gas, water, and telecommunications connections are available in the surrounding area and the proposed development can connect to those without adversely impacting on the provision to the wider community. Some minor works will be necessary to deliver services to the site, however this would not be insurmountable or hinder the delivery of the development.</p> <p><b>The provision of services will not constrain the development of the site.</b></p>

## Suitability Conclusion

This technical assessment demonstrates that the site is not affected by any insurmountable constraints. The masterplan as presented is therefore fully deliverable.



# 8. Benefits

Site: Land off Manchester Road, Hollins Green

Proposed development: 199 residential dwellings



**30%**

affordable housing



**4.38ha**

of new green infrastructure, including linear greenspace with 'focal green' along Manchester Ship Canal



**Traffic Calming Measures**

provided by signalised junction on Manchester Road

## Construction Phase



**£26.9 million**

Estimated investment in construction



**45 gross direct jobs**

FTE (full time equivalent) jobs on average during construction (4 years)

**35 direct net additional jobs**

FTE jobs including 20 for Warrington residents

**15 indirect/induced**

**net additional jobs**

FTE jobs including 5 for Warrington residents



**£24.8 million**

Total GVA<sup>1</sup> economic output over a 4 year build period, including £21.6m in Warrington

## Operational Phase



**High-quality housing**

Providing new homes for 465 people



**230**

Working-age employed residents living on the new development



**£6.2 million**

Gross annual income from employed residents



**£380,000**

Annual Council Tax revenue for Warrington Borough Council



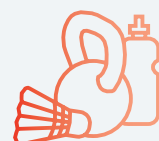
**£1.1 million**

Expenditure upon first occupation to make a 'house feel like home'



**£2.9 million**

Annual resident retail expenditure



**£1.6 million**

Annual resident retail expenditure



**30 Jobs**

Supported in the retail and leisure sectors by resident expenditure

<sup>1</sup> GVA (Gross Value Added) measure the value of output created (i.e. turnover) net of inputs used to produce a good or service (i.e. production of outputs). It provides a key measure of economic productivity. Put simply the GVA is the total of all revenue into businesses, which is used to fund wages, profits and taxes.

# 9. Sustainable and Achievable

## New Homes for Hollins Green

The site could form a sustainable residential extension to Hollins Green, with between 199 dwellings delivered. They would be of mixed tenure (including affordable housing), size and type, with a focus on good quality family housing whilst making a positive contribution to the long term sustainability of Hollins Green and its local services and infrastructure.

The Masterplan offers the opportunity to develop the site in phases. The first phase for c.90 dwellings, with the remainder of the site safeguarded.

The concept masterplan provides a framework which responds to its context. It proposes development set within a network of publicly accessible greenspaces, and which capitalises on the proximity to the Manchester Ship Canal. Enhanced boundary buffer planting will reinforce the site boundaries and strengthen the existing green setting of the site. This will provide an attractive setting for the residential development.

## A Sustainable Opportunity

A sustainability checklist, based on the themes set out in the Warrington Local Plan Sustainability Appraisal is provided at Appendix 1. This demonstrates that the proposal represents sustainable development, having regard to the economic, social and environmental dimensions of sustainability.

## Delivery

Peel has a proven track record of promoting land to facilitate development and growth and working with house-builders (ranging from small to national) to ensure that important development is delivered.

An initial assessment of the site has identified that there are no environmental issues that would preclude delivery of the site. The site does not require the provision of significant or unusual infrastructure to enable it to be delivered. It is also situated in a strong market area, which experiences high demand for new homes. The site is therefore readily deliverable over the plan period.







# 10. Summary and Conclusions

This development prospectus sets out a vision and masterplan for the sustainable development of land at Manchester Road, Hollins Green. It is submitted as part of Peel's representations to the Warrington Local Plan Proposed Updated Submission version consultation.

It demonstrates that the site represents a sustainable opportunity capable of accommodating a desirable and high quality residential development, forming a sustainable residential extension to Hollins Green and protecting and enhancing local service provision. Existing natural features will be retained and enhanced both within a high quality landscaping scheme and surrounding the site, particularly along the canal frontage where leisure opportunities can be created.

The concept masterplan presented within the document provides a framework which responds to its context.

It demonstrates that site is capable of accommodating 199 new homes, with the option of a first phase of c.90 dwellings (including affordable housing), with a focus on good quality family housing and can therefore make a substantial contribution to Warrington's housing requirement.

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# Appendix 1: Sustainability Checklist

(Based on sustainability themes set out in the Local Plan Sustainability Appraisal)





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## Economy and Regeneration

Strengthen the local economy and ensure sustainable economic growth	The site will generate numerous temporary and permanent economic benefits as set out in this Site Prospectus.
Improve the education and skills of the population overall	The construction phase will provide an opportunity for skills and training to be offered to local residents.
Reduce poverty, deprivation and social exclusion and secure economic inclusion	The provision and supporting of jobs and the generation will contribute to achieving this objective.

## Health and Wellbeing

Improve physical and mental health and reduce health inequalities	The site will incorporate areas of open space, including a green corridor adjacent to the canal, and a network of walking / cycling routes (which allow access to the surrounding countryside). These facilities will contribute to physical and mental health wellbeing for future residents and others in Hollins Green.
Reduce crime, disorder and the fear of crime	The detailed site layout and design of development can contribute to achieving this objective.
Enable groups to contribute to decision making and encourage a sense of community identity and welfare.	The development will provide a range of housing types and tenure, and a new linear park, offering the opportunity for a mixed and socially inclusive community.
Provide, protect or enhance leisure opportunities, recreation facilities, green infrastructure and access to the countryside	The new linear park, open space and walking / cycling routes proposed can be used for recreation and which allow access to the surrounding countryside.

## Accessibility

Reduce the need to travel, especially by car, improve choice and the use of more sustainable modes	<p>The site is located immediately adjacent to an established settlement (Hollins Green). By providing good linkages between the site and the surrounding area future residents will have access to a range of facilities and services present in the town without the need to travel by car.</p> <p>Hollins Green is accessible by bus with regular bus services serve the town, running between Warrington town centre and other local settlements.</p>
Protect and enhance accessibility for all the essential services and facilities.	An increase in population in Hollins Green will support existing services and facilities, with potential for improved facilities and further investment in the future.

## Housing

Ensure access to good quality, sustainable, affordable housing	The site presents a sustainable and achievable development opportunity comprising residential development and a large country park. It is capable of accommodating around 230 homes of mixed tenure (including affordable housing), size and type, with a focus on good quality family housing. It will make a very important contribution to meeting Warrington's housing requirement and meeting the need for new homes in Hollins Green.
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## Natural Resources

Ensure the sustainable and prudent use and management of natural resources including the promotion of natural resources including the promotion of sustainable drainage and water conservation.

The concept masterplan provides a framework which responds to its context. Existing landscape features will be retained through the development and enhanced where possible. The development will provide the opportunity to enhance ecological value of the site and incorporate SUDs.

Protect, manage and improve local environmental quality including land, air and controlled waters and reduce the risk of flooding.

Any future development will be subject to a rigorous assessment of the environmental impact of the development to ensure that it does not result in any unacceptable environmental effects. Initial appraisals presented in the technical appendix demonstrate that the site is not affected by any insurmountable environmental constraints. Initial appraisals presented in the technical appendix demonstrate that the site is not affected by any insurmountable constraints.

## Built and natural heritage

Protect and enhance places and buildings of historic cultural and archaeological value.

By responding to its context through a rigorous process of site analysis, the masterplan achieves a layout which is sympathetic to its position at the edge of the settlement. The canal-side context of the site is reflected in the proposed masterplan.

Protect and improve the quality and character of places, landscapes, townscapes and wider countryside whilst maintaining and strengthening local distinctiveness and sense of place.

Additional safeguards over the quality and character of the development, including the public realm, can be achieved with detailed site layout and design. The masterplan present an appropriate framework for this.

Ensure high quality and sustainable design for buildings, spaces and the public realm that is appropriate to the locality.

There are no heritage assets close to the site.

## Biodiversity and Geodiversity

Protect and enhance biodiversity and geodiversity.

The supporting ecological appraisal provided within the technical appendix to this prospectus demonstrates that the site's ecological value is limited. The development provides the opportunity to enhance the site's ecological value through a careful and considered design approach and inclusion of features which will promote this.

## Climate Change and resource use

Limit, mitigate and adapt to the impacts of climate change. Increase energy efficiency and production of renewable energy.

The site offers the potential to incorporate sustainable drainage measures (subject to further assessment) and to ensure that the development will not be susceptible to the effects of climate change.

Minimise waste and maximise reuse, recovery and recycling.

Development will seek to minimise the use of resources as far as possible and the construction process will be subject to a Site Waste Management Plan.

