

# Warrington South West Urban Extension

## Development Prospectus

November 2021



**Turley**

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Date of issue  
November 2021

Client:  
Peel L&P Holdings (UK) Ltd

Our reference:  
PEEM3056

[Manchester Ship Canal](#) ▶

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# 01 Introduction

This Development Prospectus sets out a vision and concept masterplan for the sustainable development of the Warrington South West Urban Extension ('SWUE'), which was identified as a housing allocation in the Proposed Submission version of the Warrington Local Plan.

This document has been prepared on behalf of Peel Holdings (Management) Ltd, Story Homes and Ashall Property, who are working together as a consortium to promote the SWUE site.

The SWUE Consortium members each have land interests within the SWUE allocation and are committed to continuing to work together, and with Warrington Borough Council (WBC), to secure the delivery of much-needed housing and associated infrastructure at the earliest opportunity.

The Consortium members have extensive experience of promoting land for development and delivering high-quality, sustainable residential communities.





## Peel:

Peel Land & Property (Holdings) Limited is part of Peel L&P. Peel L&P are an ambitious regeneration business with generations of history, heritage and expertise in our DNA. First established in 1971, Peel L&P is now responsible for some of the most transformational development projects in the UK today, including MediaCityUK and Liverpool Waters.

Owning and managing 12 million sq ft of property and 20,000 acres of land and water, our holdings are concentrated in the north west of England but we also own and manage significant assets throughout the UK with a total portfolio value of £2.6 billion.

As a part of the Peel Group; we are integral to a business that strives to make a positive impact on people's lives.

Our legacy matters. We take great pride in the outcomes we achieve, the people we work with, the way we go about our business and the transformational projects we deliver.



## Story Homes:

Story Homes is a privately owned housebuilder with a long and successful reputation of building quality and high specification homes across the North West. A passion for quality and excellence has seen Story Homes become a multi award-winning UK property developer, with modern and attractive homes instantly inspiring buyers. Story Homes' success is underpinned by a determination to understand the needs of communities where they build and a goal to deliver design quality and high quality building specifications that enhance locations.



## Ashall Property:

Ashall Property is a private property and development investment company which focuses on creating investment value through property development and asset management. Ashall Property has been successfully developing residential and commercial property since the 1930s and, in recent years, has developed projects with an investment value in excess of £500 million.

## Context & Opportunity

The emerging Warrington Local Plan acknowledges a requirement to identify a suitable and sustainable portfolio of sites, including existing Green Belt sites, to meet its future housing needs over the period 2021 to 2038.

The Proposed Submission Version of the Local Plan ('PSLP') proposed the 'release' of land at Higher Walton from the Green Belt and its allocation for housing and related development over the plan period. However, it is not proposed to be released and allocated in the Proposed Updated Submission Local Plan (PUSLP). The Consortium fully objects to the change in position on the SWUE in the PUSLP and considers that the approach taken by WBC renders the PUSLP unsound. The South West Urban Extension (SWUE) represents an important opportunity as a sustainable urban extension to the main urban area of Warrington, to support a new community in a high quality residential setting with ease of access to Warrington's employment, recreation and cultural facilities.

The SWUE presents an opportunity to deliver a significant scale of new housing and associated infrastructure which will benefit both existing and new residents.

The development of the SWUE aligns with the overarching vision, objectives and spatial strategy of the PUSLP. It also aligns with national policy which recognises that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, including significant extensions to existing towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.

## This Document

This document demonstrates that the SWUE site represents a sustainable opportunity capable of accommodating a desirable and high quality residential development. It is capable of making a positive contribution to Warrington by integrating into the existing settlement, retaining and enhancing important features within and surrounding the site.

The remainder of this document is structured as follows:

- Overview of the relevant planning policy context
- Description of the site and its context
- An overview of the opportunities and constraints
- Presentation of a concept masterplan for the development of the site, including the site analysis and design process that has informed it
- An assessment of the proposals, to demonstrate that development of the site is suitable and achievable
- Confirmation of the Consortium's commitment to the comprehensive delivery of the site
- Summary of the community and socio-economic benefits that the development will secure
- Summary and conclusions





WARRINGTON  
WATERFRONT

Chester to Manchester Rail

Manchester Ship Canal

WALTON

HIGHER WALTON

Crewe to Warrington Rail

MOORE

HOLY HEDGE  
LANE

A56 Chester Road



# 02 Policy Context

## 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 of the Framework was published in July 2021.

Sustainable development is at the heart of the Framework. For 'plan-making', this means that Local Planning Authorities (LPAs) 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.

The Framework recognises that the supply of large numbers of new homes can often be achieved through planning for larger scale development, including significant extensions to existing towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.

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

WBC is currently preparing a new Local Plan for Warrington which will guide development in the Borough over the plan period (2021 - 2038). The Proposed Updated Submission version of the Local Plan was published for consultation in September 2021, and sets out the Council's proposed policies, including site allocations.

The PUSLP recognises the need for Green Belt release in order to accommodate the borough's housing requirements, and identifies the 'exceptional circumstances' required to justify Green Belt release. There is no other alternative than to release land from the Green Belt.

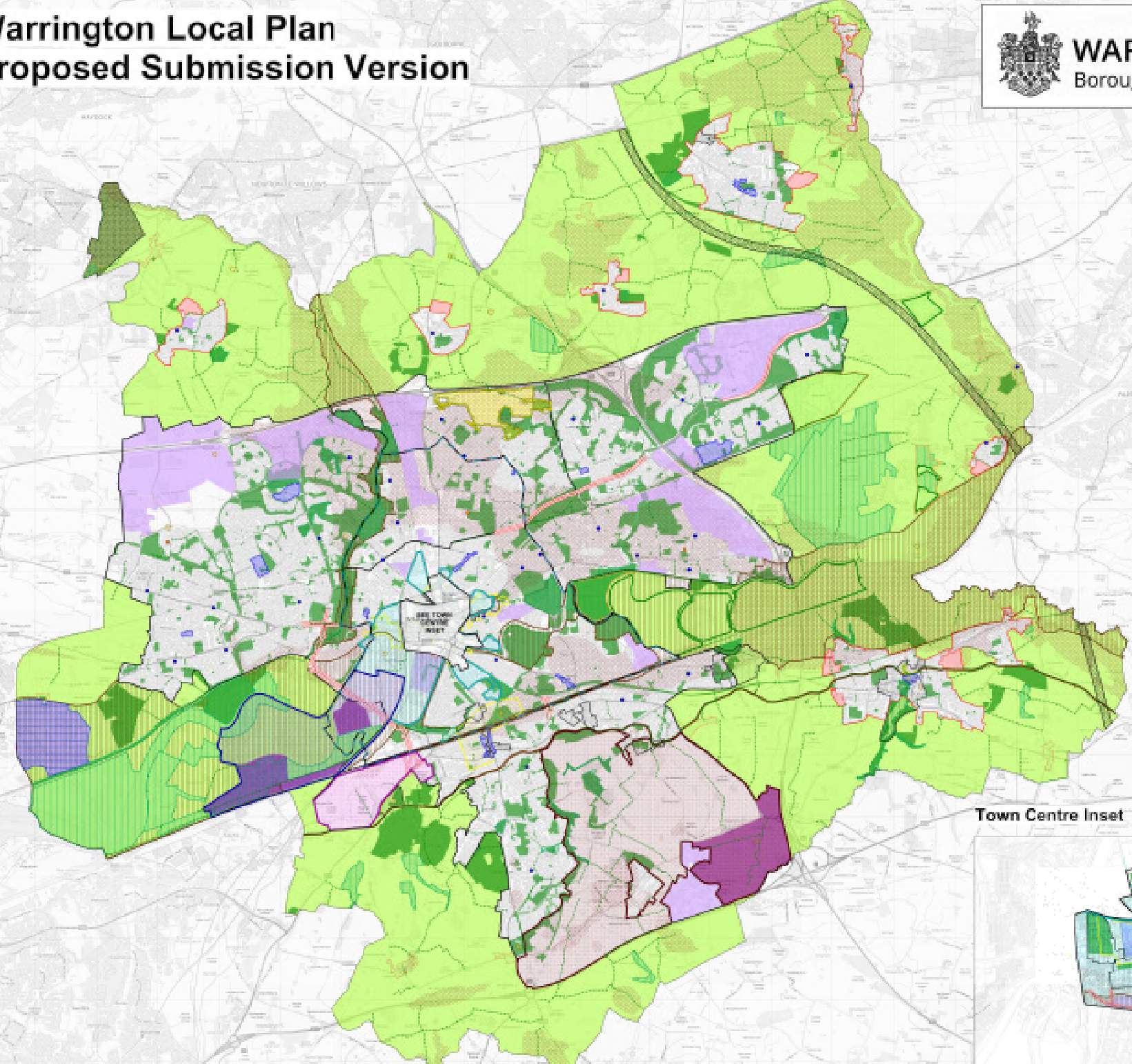
Land at Higher Walton had been identified for removal from the Green Belt and allocated as a sustainable urban extension to the main urban area of Warrington in the PSLP. The SWUE was to be developed to support a new community in a high-quality residential setting with ease of access to Warrington's employment, recreation and cultural facilities. Policy MD3 of the PSLP indicated that the site will deliver around 1,600 homes alongside supporting infrastructure, including a new primary school and mixed-use local centre, areas of open space, landscape buffers and flood and ecological mitigation.

# Warrington Local Plan Proposed Submission Version

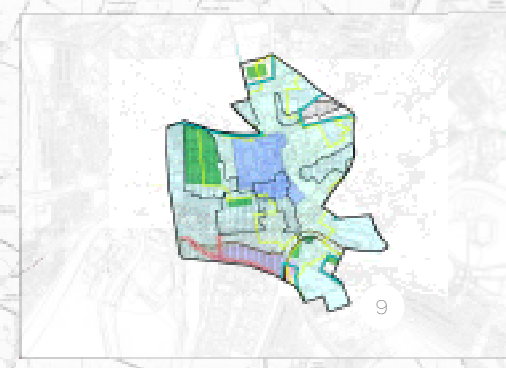


- Existing Employment Areas (EEA)
- Future Parks (FP)
- District / Neighbourhood Centres (DNC)
- Local Centres (LC)
- Community Neighbourhood Centres (CNC)
- Warrington's Green Belt (GB)
- Local Neighbourhood Centres (LNC)
- Green Belt Extensions (GBE)
- Settlement (SET)
- Town Centre Boundary (TCB)
- Primary Shopping Area (PSA)
- Town Centre Mile (TCM)
- Independent Transport Infrastructure (ITI)
- Inner Warrington (IC)
- Suburban Area (SA)
- Scheduled Ancient Monuments (SAM)
- Areas of Archaeological Importance (AAI)
- Conservation Areas (CA)
- Strategic Green Links (SGL)
- Green Networks (GN)
- Green Infrastructure / Open Spaces (GI / OS)
- Local Wildlife Sites (LWS)
- Local Nature Reserves (LNR)
- Sites of Special Scientific Interest (SSSI) (SSSI)
- Special Areas of Conservation (SAC) (SAC)
- Mineral Safeguarding Area - Sand / Gravel (MSA)
- Mineral Safeguarding Area - Coal (MSA)
- Watercourse (WC)
- Senior Schools (SS)
- SP Extension (SEA)
- Primary Mile (PM)
- Settlement Milestones (SM) (SM)
- NEZ Subsequent Land

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Town Centre Inset



**Scale**  
Main Map - 1:22,000 at A0  
Inset - 1:12,000 at A0

# 03 Site Context

## Strategic Context

Warrington 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.

The SWUE site adjoins the urban area of Warrington, and lies less than 2km south-west of its town centre and immediately adjacent to the neighbourhood of Walton. It also adjoins the wider Warrington Waterfront area, which is identified for significant housing and employment development over the plan period.

## The Site

The SWUE site comprises approximately 119 ha of land to the south-west of the built-up area of Warrington. It currently comprises a mix of agricultural land and associated buildings and property.

The site slopes to the north: the highest point is around 30m AOD adjacent to the Bridgewater Canal, falling to 10m AOD along the Manchester Ship Canal.

Mature trees are located adjacent to the Ship Canal and railway embankments. There is also an area of mature woodland vegetation associated with a watercourse that flows north through the centre of the site. Trees subject to tree preservation orders (TPOs) are located in the hedgerows along Runcorn Road and adjacent to the Bridgewater Canal to the south of the site. Mature hedgerows line either side of Runcorn Road, Mill Lane and the A56 Chester Road, with the occasional gap for field access and in some locations degraded hedgerows.

Runcorn Road and Mill Lane traverse the site. Mill Lane is an access track to the existing dwellings within the site. The route of the proposed Western Link Road lies at the eastern end of the site.

A public right of way runs through the site on a north west/south east alignment. The route crosses through the centre of an agricultural field connecting Runcorn Road and Mill Lane adjacent to the existing housing at Grange Green Manor, a barn conversion development.







## Surroundings

The site is bound by the Manchester Ship Canal to the north and the West Coast railway line to the north west. To the south east, the A56 forms the boundary, with a parcel of land to the south of the A56, immediately adjoining Walton and the Warrington settlement boundary, included. The Bridgewater Canal encloses the site at its southern boundary. At the eastern extent, the boundary follows Bellhouse Lane and Runcorn Road.

An area of industrial uses lies on the northern side of the Ship Canal, including Port Warrington and Salvay Interlox Ltd.

The site is well related to existing facilities serving the established local residential area within Walton, including primary schools, a range of shops, public transport routes, a pub and a range of recreational facilities.

The Council confirmed in the PSLP and associated evidence base that the site's location will ensure good access to Stockton Heath District Centre, Warrington Town Centre, the major development area at Warrington Waterfront and other major existing and proposed employment areas, including Daresbury.

Existing bus routes along the Chester Road (A56) site frontage and through the site along Runcorn Road are summarised in the table below. The existing bus routes provide a good level of service and existing bus stops are within walking distance of the dwellings proposed on the site.

Both the 62 and X30 services run to Warrington Interchange where there are connections to a range of other bus services in Warrington and the nearby Warrington Central station provides national rail services.

The size of the site is such that it can, if necessary and subject to detailed evaluation, support improved bus services, providing enhanced connectivity. It is expected the full development will support additional bus services in due course, provided commercially by bus operators and with revenues off-setting operating costs.

Service No.	Route	Frequency
62	Warrington – Stockton Heath – Sci-Tech Daresbury – Runcorn – Widnes – Halebank (via Runcorn Road)	Half hourly (Weekdays) Hourly (Weekends)
X30	Warrington – Daresbury – Frodsham – Chester	Hourly (Weekdays and Saturdays)

1. View from Mill Lane looking north
2. View from PRoW FP Walton 2 looking west north across the site
3. View from A56/Chester Road looking east
4. View from A56/Chester Road looking west north ▶

1



2



3



4







PRoW Penketh 26

Manchester Ship Canal

PRoW Walton 5

HIGHER WALTON

PRoW Walton 2  
Retained view line

A56 / Chester Road

Walton Hall

Runcorn Road

PRoW Walton 4

Holly Hedge Lane

Cheshire Ring Canal Walk

Moore Lane

Chester to Manchester Railway Line  
Crewe to Warrington Railway Line

Bellhouse Lane

MOORE

14

WALTON

PRoW App

PRoW App

A56 / Chester Road

A5060

10  
15  
20  
25  
30  
35

10

15

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45

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25


















30



# 04 Opportunities and Constraints

Opportunities and constraints relevant to the development of the site are shown on the plan opposite. They have been informed by site visits, 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 instructed by the Consortium and presented in the technical appendix to this prospectus.

## Key:

 Site boundary	 Sensitive boundary
 Warrington Borough boundary	 Nationally listed buildings/structure
 Retain existing vegetation within the site where possible	 Locally listed buildings
 Existing buildings within/ bounding site	 Conservation areas
 Existing watercourses/water bodies	 Proposed Green Belt
 Extend of flood risk on site (Flood Zone 3)	<b>HSE Consultation zones:</b>
 National Trail	 Zone 1
 Public Rights of Way (PRoW)	 Zone 2
 Gas pipe	 Zone 3

# 05 The Proposals

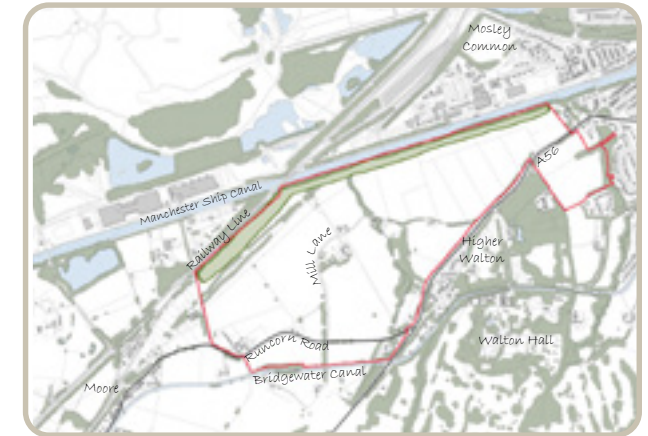
The opportunities and constraints identified through a landscape and visual appraisal have been combined with analysis of site constraints and opportunities in relation to arboriculture, ecology, heritage, noise, transport, flood risk and utilities.

The resultant concept masterplan demonstrates the potential development opportunities of the site.

The SWUE would be developed as a sustainable urban extension to the main urban area of Warrington, providing around 1,800 dwellings. The urban extension would support a new community in a high quality residential setting with ease of access to Warrington's employment, recreation and cultural facilities and be supported by a new primary school, local centre and extensive areas of open space and recreation provision.

The concept masterplan has been designed to support walking and cycling for local trips and to ensure that important ecological assets within the site are preserved with opportunities to provide additional habitats and enhance biodiversity.

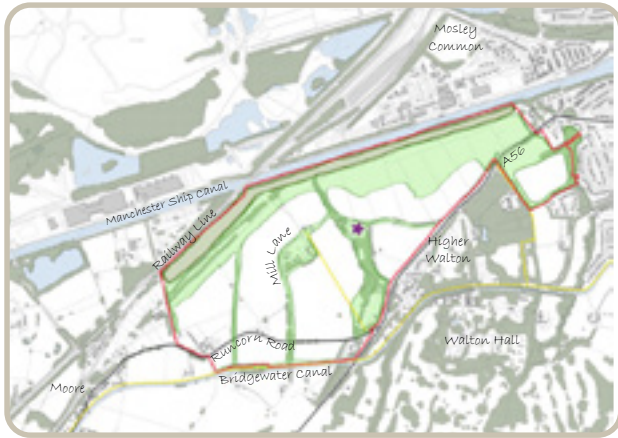
The urban extension will preserve, and where possible enhance the heritage assets within the site and will be designed to respect the setting of nearby heritage assets, including the Bridgewater Canal and its bridges and the Walton Village Conservation Area.



## Concept 1: Landscape buffer

Creation of landscape buffers along the northern and north western boundaries of the site. The planting of a woodland strip along these boundaries would strengthen the existing woodland and help to screen views of the industrial uses to the north of the Manchester Ship Canal. It would also help to reduce noise generated from the railway line on the western boundary.





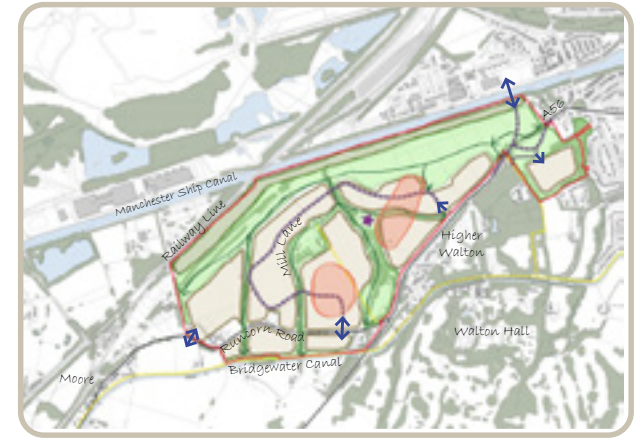
### Concept 2: Open space and recreational network

Creation of a green infrastructure network that preserves and enhances the existing landscape features within the site and provides an attractive setting for development. A wide landscape corridor along the northern and western boundaries would create an attractive linear park, incorporating the old dismantled railway line. A central green space set around the existing water course and woodland would create a focal community space including provision for a play area.



### Concept 3: Access and circulation

Creation of a network of recreational routes throughout the site towards the National Trail, which runs alongside the Bridgewater Canal to the south of the site. These routes would offer a range of recreational loops of varying distance, linking the site to Moore, Higher Walton, Walton Hall, the existing Public Right of Way network and the Bridgewater Canal.



### Concept 4: Development parcels

The remaining parts of the site would be available for development. The development areas radiate out from Mill Lane and the central green space, fronting onto the green infrastructure network. A link road in the north east provides a vehicular connection from the A56 to the Warrington Waterfront development, whilst providing additional access to the site and Warrington Town Centre. The site provides an opportunity to develop a community hub located along the primary route, this hub could include a local centre and school.





Former Norbert Dentressangle

Solway Interrox Ltd

MANCHESTER SHIP CANAL

A5060

A56

A56 Walton New R

WALTON

HIGHER WALTON

A56 Chester Road

Railway line

Runcorn Road

Runcorn Road

Cheshire Ring Canal Walk

Holly Hedge Lane

Chester Road






**KEY:**

-  Site boundary
-  Local Authority Boundary
-  Proposed Green Belt
-  Existing vegetation
-  Proposed trees and woodland
-  Proposed development cells
-  Proposed development to be no higher than 2 storey along A56
-  Potential locations for a school (A or B)
-  Proposed play area
-  Potential location for retail / local centre
-  Proposed primary road
-  Proposed secondary / tertiary roads
-  Proposed public open space
-  Proposed allotments
-  Existing Public Right of Way
-  Proposed footpath
-  Proposed cycleway with existing residential access retained
-  Proposed route of western link road
-  Gas pipeline and easement
-  Proposed vehicular access points

NB: Masterplan subject to change following detailed survey work

**HSE Consultation Zones**

-  Inner Zone (50m)
-  Middle Zone (65m)
-  Outer Zone (100m)

- Total site area: 119.59 ha / 295.52 ac
- Total existing properties within red line: 6.37 ha / 15.74 ac
- Total existing roads within red line (A56/Runcorn Road): 1.80 ha / 4.45 ac
- Total proposed spine road corridor within red line (outside development cells): 2.74 ha / 6.77 ac
- Total proposed green infrastructure (all typologies): 55.82 ha / 137.93 ac

**Land north of A56 and Runcorn Road:**

- Potential school (location to be confirmed): 1.40 ha / 3.46 ac
- Potential retail/local centre: 0.50 ha / 1.24 ac
- Residential development: 41.15 ha / 101.68 ac
  - Residential development within Solvay Interrox Ltd outer zone: 13.50 ha / 33.36 ac (up to 473 units @ 35/ha)
  - Residential development within Solvay Interrox Ltd middle zone: 0.86 ha / 2.13 ac (up to 30 units @ 35/ha)
  - Residential development within former Norbert Dentressangle outer zone: 6.70 ha / 16.56 ac (up to 235 units @ 35/ha, units @ 35 units per ha: 1440)

**Land south of Runcorn Road:**

- Residential development: 5.53 ha / 13.66 ac
- units @ 35 units per ha: 194**

**Land south of A56 Chester Road:**

- Residential development: 4.28 ha / 10.57 ac
  - Residential development within Solvay Interrox Ltd outer zone: 0.47 ha / 1.16 ac (up to 16 units @ 35/ha)
- units @ 35 units per ha: 149**
- Total units across whole site @ 35 units per ha: 1783**

# 06 Suitable & Achievable

The Council has demonstrated that there are 'exceptional circumstances' to warrant the review of the Green Belt boundaries in the Borough. There are insufficient sites available within the existing urban area to meet the full housing needs of the borough, and neighbouring authorities are unable to accommodate some of Warrington's identified housing needs.

The Council has previously recognised that an urban extension in the form proposed is of a sufficient scale to provide a range of services to support a new residential community in this part of Warrington, including a local centre, primary school, health facility and a network of open spaces. Its location will also ensure good access to Stockton Heath District Centre, Warrington Town Centre, the major development at Warrington Waterfront and other major existing and proposed employment areas, including Daresbury. The ability of the SWUE to make such a significant and sustainable contribution towards meeting Warrington's development needs provides the exceptional circumstances required to justify the removal of the site from the Green Belt.

A significant amount of technical assessment work has been undertaken on behalf of the SWUE Consortium to demonstrate that the SWUE site is suitable and achievable.

This technical work supplements the evidence base work undertaken by the Council and is submitted as a technical

appendix to this Development Prospectus.

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

- Landscape, Townscape and Visual Sensitivity Assessment and Development Appraisal (Randall Thorp)
- Ecological Appraisal (TEP)
- Noise Screening Assessment (Miller Goodall)
- Flood Risk Assessment & Drainage Appraisal (SGI)
- Arboricultural Walkover Survey and Desktop Assessment (TEP)
- Heritage Appraisal (Turley Heritage)
- Transport Appraisal (iTransport)
- Health & Safety (SGI)

The key findings of the technical work undertaken on behalf of the SWUE Consortium are summarised in the following table, and has influenced the concept masterplan presented in this Development Prospectus.



## Environment

### Landscape, Townscape & Visual Sensitivity

A Landscape, Townscape and Visual Sensitivity Assessment and Development Appraisal has been undertaken by Randall Thorp. The report considers the existing character and visibility of the site, reviews the landscape, adjacent townscape and visual baseline in order to provide evidence to support the allocation of the site and inform the concept masterplan for residential development.

The appraisal demonstrates the site's ability to accommodate development in principle without undue impacts on the surrounding landscape, and concludes that there is no reason why a well-designed development that preserves the existing landscape features such as watercourse and trees within a green infrastructure network and responds sensitively to the setting of the Walton Village Conservation Area and heritage assets, would have any significant effects on the landscape and townscape character of the surroundings.

With appropriate good design and well thought out landscape mitigation measures, development within the site has the potential to avoid significant effects on the visual amenity of the surrounding receptors.

There are no landscape, townscape or visual sensitivities which would prevent the SWUE site being developed as a sustainable urban extension for around 1,800 dwellings and associated infrastructure.

### Ecology

A Preliminary Ecological Appraisal of the site has been undertaken by TEP, informed by the results of a desktop assessment and site surveys.

The appraisal concludes that the provision of large areas of open greenspace in the northern part of the SWUE site will be of benefit. New crossings through existing hedgerows, treelines and across watercourses will be designed so as to impose minimal impacts on protected species and habitats. Any losses will be mitigated within the open greenspace to be provided within the site.

Further detailed surveys will be required at planning application stage, including in relation to bats, amphibians, otter and water voles, badgers and nesting birds. A Reasonable Avoidance Method Statement (RAMS) for brown hare, hedgehog and potentially common toad will be provided to detail how harm to these species will be avoided during construction works. Management plans to prevent the spread of invasive species (Himalayan balsam, Japanese knotweed, Japanese rose and rhododendron) during development can be secured via condition at planning application stage.

The appraisal presents a number of measures which could be included to ensure that there is a measurable gain in biodiversity on the site. Such measures could potentially include the installation of bird and bat boxes around the site, the provision of areas of wildflower / grassland planting as part of the landscaping proposals, the inclusion of berry-bearing and nectar rich species of ornamental / landscape planting to provide a foraging resource for a range of wildlife species, including invertebrates, birds and bats.

The appraisal concludes that there are no overriding ecological constraints which preclude sustainable development of the site.

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.

### Noise

Miller Goodall has undertaken a desktop noise screening assessment, a preliminary walkover survey and preliminary noise measurements to review potential issues and solutions associated with noise at the SWUE site.

The assessment concludes that noise would not be a barrier to residential development on the site. Whilst the assessment identifies some areas of the site where noise will need to be considered at the detailed design stage (e.g. adjacent to existing roads and the railway line and industrial and commercial operations around the periphery of the site), a suitable and commensurate level of protection against noise can be provided following a detailed noise assessment(s). Such mitigation could include the orientation of plots within the layout, enhanced glazing / alternative ventilation to affected properties and / or acoustic barriers.

There will be no significant impacts for noise as a result of the development and, with good acoustic design, the impacts can be minimised.

## Environment

### Flood Risk and Drainage

A Flood Risk & Drainage Appraisal has been undertaken by Shepherd Gilmour Infrastructure (SGI) to provide an in-depth assessment of the potential flood risk on-site and identify an initial foul and surface water drainage strategy for the SWUE, which has informed the concept masterplan for the site.

The majority of the SWUE site is located within Flood Zone 1 (low probability of flooding), with some small areas close to the unnamed watercourse which crosses the site indicated as Flood Zones 2 and 3 (medium and high probability). Where possible, built development will be located within Flood Zone 1.

SGI has presented an indicative site-wide drainage strategy which demonstrates one option for how the site could be drained; there are likely to be a number of suitable drainage strategy options available.

The indicative drainage strategy presented by SGI indicates that the proposed development will prioritise infiltration as a means to dispose of surface water runoff. If ground conditions prohibit infiltration, plots / parcels will be allowed to discharge clean / untreated runoff into the main network(s) in the highway. The main surface water infrastructure will discharge clean / treated runoff into the Manchester Ship Canal or onsite watercourse at an approved greenfield runoff rate. Discharge locations and attenuation structure(s) can be approved at detailed design stage. The proposed foul flows from the development will discharge to existing United Utilities combined water sewer(s) via the main foul water infrastructure within the highway. Connection point(s) to the combined water sewer are to be agreed with United Utilities at detailed design stage.

### Arboriculture

A preliminary arboricultural survey and desktop assessment of the SWUE site has been undertaken by TEP, to identify potential constraints and opportunities for future development and report on the preliminary assessment effects of the concept masterplan for the site.

Trees cover a relatively small proportion of the total site area and are predominantly concentrated towards the western half of the site. The majority are located along watercourses, on field boundaries and within hedgerows parallel to public highways.

In terms of quality and particularly habitat and amenity benefits, the tree population is good but could be improved. The extant population provides good screening and contributes to visual amenity and the creation of a rural aesthetic. However, canopy cover is relatively low and connectivity would benefit from reinforcement in some areas.

Existing tree cover on the site is relatively limited and mostly confined to a few key areas following water courses, the canals and railway, and public highways. Due to these areas being less suitable for development due to proximity to sensitive receptors or sources of noise, the concept masterplan generally respects existing tree cover. It is therefore likely that residential development in broad accordance with the concept masterplan could be delivered without necessitating significant tree removal.

Given the landscaping and green infrastructure shown on the concept masterplan, it is also likely that development of the site would result in an increase in tree canopy cover. This point is reinforced by the relatively low extant tree cover within agricultural fields.

A detailed tree survey undertaken according to BS5837:2012 will be undertaken to inform the detailed design stage.



## Environment

### Heritage

A Heritage Appraisal has been undertaken and identifies heritage assets with potential to be affected by the development of the SWUE site and identifies whether there are heritage constraints to development and how these constraints could be resolved or mitigated.

The appraisal recommends a number of measures which will help to reduce the impact of the development on the significance (by way of setting) of the identified heritage assets. These measures have been incorporated into the concept masterplan that has been prepared by Randall Thorp. The Heritage Appraisal concludes that, if these measures are implemented, the development of the SWUE will sustain the significance of the following designated heritage assets, in accordance with NPPF Paragraphs 197 and 199:

- Aqueduct carrying the Bridgewater Canal over Chester Road (old line)(grade II listed)
- Thomasons Bridge over Bridgewater Canal (grade II listed)
- Acton Grange Bridge (Over Bridgewater Canal) (grade II listed)
- Walnut Tree Farmhouse (grade II listed)
- Walton Hall Lodge (now Lodge to Crematorium) (grade II listed)
- Gates, gatepiers and screens at Walton Hall Lodge (now Lodge to Crematorium) (grade II listed), and
- Walton Village Conservation Area (grade II listed).

The requirement of Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act can be satisfied in determining future planning applications, subject to a considered design approach.

The development of the SWUE site will result in the partial loss of the rural setting of the following locally listed buildings (non-designated heritage assets):

- 2 Cockfight Cottages
- 4 Cockfight Cottages
- Porch House Farm
- Canal Farmhouse
- Grange Green Manor
- Grange Mill House
- The Vicarage
- School converted to Home
- Underbridge Cottages
- Stoneoaks Cottage, and
- 99 Chester Road.

In accordance with NPPF Paragraph 203, in weighing future applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

## Infrastructure

### Highways

iTransport has prepared a transport appraisal which considers the transport and highways related aspects of the development proposals at SWUE.

The appraisal demonstrates that the proposed development will support and promote sustainable development and sustainable travel patterns with residents able to meet day-to-day needs locally. As such, it is a suitable location for development.

Access to the site is proposed off Chester Road and Runcorn Road and feasibility level designs of the principal accesses have been produced and the capacity of these considered. The access arrangements will operate satisfactorily. Access to the site is deliverable and achievable.

The proposed Western Link will provide significant additional capacity in the central Warrington Road network and will assist in facilitating the full SWUE development proposals.

Traffic assessments of a first phase of development, delivered in advance of the Western Link, demonstrate that the generated traffic flows will form only a small proportion of existing traffic flows, well within daily variations in traffic, and will not result in severe traffic impacts.

The residual cumulative traffic impacts of development on the site will not be severe and therefore, in accordance with the NPPF, development should not be prevented on transport grounds.

### Health & Safety

Solvay Interlox Ltd and the Former Norbert Dentressangle site are located to the north of the Manchester Ship Canal. Both facilities are identified by the Health & Safety Executive (HSE) as an upper tier COMAH (Control of Major Accident Hazards Regulations 2006) site. The Inner, Middle and Outer HSE Consultation Zones extend into the SWUE site.

The concept masterplan has been prepared to accord with the HSE safety zoning. Consequently, the proposed housing will be located in the middle and outer consultation zones, which will comply with the HSE guidelines.

Discussions with the HSE to agree this position are ongoing.

There is no health and safety reason to prevent the site being allocated for residential development.

**The technical assessments demonstrate that the site is not affected by any insurmountable constraints. The concept masterplan as presented is, therefore, fully deliverable.**





# 07 Deliverable

The SWUE Consortium members each have land interests within the South West Urban Extension. All three members have significant experience of promoting and delivering residential development across the North West of England.

The Consortium objects to the failure to allocate the SWUE in the PUSLP, despite the previous recognition in the PSLP and associated evidence base of the suitability of the site as an allocation. The SWUE presents an opportunity to deliver a significant scale of new housing and associated infrastructure which will benefit both existing and new residents.

It is expected that the first dwellings would be delivered on site during 2024 with 300 dwellings being deliverable during the first five years of the plan (to 2026) based on adoption of the plan in 2023.

The development of the SWUE aligns with the overarching vision, objectives and spatial strategy of the PUSLP. It also aligns with national policy which recognises that the supply of large numbers of new homes can often be best achieved through planning for larger scale development, including significant extensions to existing towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities.

The SWUE Consortium are committed to continuing to work together, and with the Council, to ensure that the SWUE is developed in a comprehensive and coordinated manner at the earliest opportunity. A Memorandum of Understanding has been prepared and confirms the Consortium members' commitment to joint working.

As demonstrated in the preceding section of this Development Prospectus, a significant amount of technical assessment work has been undertaken on behalf of the SWUE Consortium members, both collectively and individually. This technical assessment work demonstrates that, subject to obtaining planning permission, there are no insurmountable obstacles to immediate development on the SWUE site.







# 08 Benefits

## Community Benefits



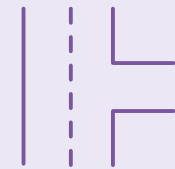
### New local centre

including retail and health facilities



### 53 hectares

of green infrastructure, including formal play space, recreation areas and allotments



Land and contributions to a new

### Western Link Road



### 30%

affordable housing



Land and contributions to a new

### Primary School



Financial contributions towards additional

### Secondary School Places

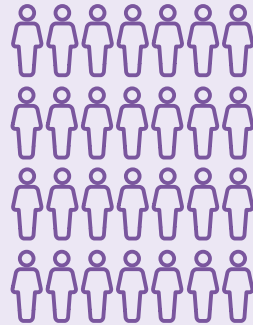


## Construction Phase



**£244 million**

Investment<sup>1</sup> in the developments' construction



**105 net additional jobs**

Full-time equivalent (FTE) jobs supported on average during the construction period (circa 17 years)

**Including 70 direct jobs**

Supported in the North West (FTE), including 35 for Warrington residents

**Plus 35 indirect/induced jobs**

Supported in the North West (FTE), including 10 for Warrington residents



**£223 million**

GVA<sup>2</sup> economic output during construction, including £196 million in Warrington

## Operational Phase



**4,200**

New residents, of whom 2,035 are likely to be in employment



**£3.3 million**

Annual Council Tax revenue collected by Warrington Borough Council



**£55.9 million**

Gross annual resident income



**£9.8 million**

Resident expenditure upon first occupation to 'make a house feel like a home'



**£26.1 million**

Annual retail expenditure by residents



**£14.7 million**

Annual leisure expenditure by residents



**270 jobs**

In retail and leisure industries supported resident expenditure

<sup>1</sup> Construction investment figure relates to housing development only and includes infrastructure costs and professional fees

<sup>2</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.





# 09 Summary & Conclusions

This Development Prospectus sets out a vision and concept masterplan for the sustainable development of the Warrington South West Urban Extension (SWUE).

The concept masterplan presented within this document provides a framework which responds to its context. It demonstrates that the site is capable of accommodating around 1,800 new homes (including affordable housing) alongside supporting infrastructure including a potential primary school and local centre, strategic green infrastructure, local open space and drainage and highways infrastructure.

This document has been prepared on behalf of the South West Urban Extension (SWUE) Consortium, which comprises Peel Holdings (Management) Ltd, Story Homes and Ashall Property. The Consortium are committed to continuing to work together, and with Warrington Borough Council, to secure the delivery of much-needed housing and associated infrastructure on the site at the earliest opportunity.



**Turley**