

Planning Background Note: Warrington Garden Suburb

Date: November 2021

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- 1.1 This note is of specific relevance to Policies MD2 and MD6 of the Warrington Local Plan.
 - 1.2 The purpose of this note is to provide a summary of the background context to the Warrington Garden Suburb area through the various draft iterations of the Local Plan and references to it in the Warrington Local Transport Plan.
 - 1.3 It has been prepared in support of our main representations and should also be read in conjunction with other supporting Appendices, particularly **Appendix 4** which is a separate note we have prepared summarising the Council's latest Sustainability Appraisal process and outcomes, which have consistently confirmed that a larger Garden Suburb in the regional of 6,000 to 8,000 homes represents the most sustainable development option for this part of Warrington.
 - 1.4 This note is also provided because the Local Plan Inspector will not necessarily have sight of the previous versions of the Draft Local Plan and the evidence base that supported those iterations. The background is important in understanding why it is critical to provide a comprehensive, long term (30+ years) and robustly master-planned strategy for this particular area of Warrington bearing in mind it is the only remaining developable strategic Green Belt parcel surrounding Warrington (see our main representation report and issues raised in relation to Green Belt Policy GB1).
 - 1.5 Advancing a Local Plan that does not fully consider or appreciate the consequences of master planning the entire area in a robust and holistic manner will blight future growth within this part of Warrington. Based on the Council's Green Belt evidence, the consequences of that would ultimately result in significant greater harm occurring to the function, purpose and openness of Warrington's Green Belt into the future. Given Warrington's Green Belt helps separate it from the major conurbations of Greater Manchester and the Liverpool City Region, this represents a critical strategic and detailed planning consideration for the Warrington Local Plan and the growth of the wider North West Region.

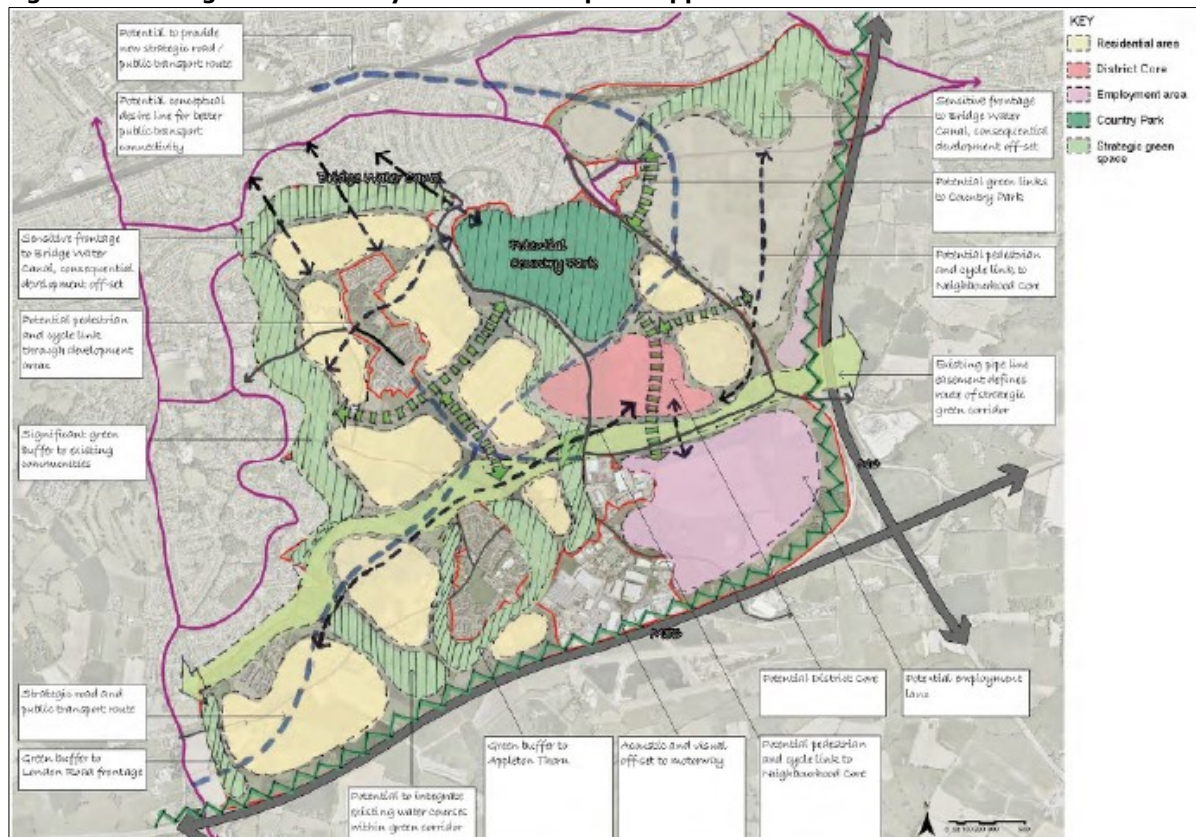
Preferred Development Option Regulation 18 Consultation (July 2017)

- 1.6 The Preferred Development Option Regulation 18 Consultation (July 2017) document confirms the preferred approach of the Council at the time was for a housing requirement of 1,113 homes per annum (22,260 homes in total) so as to align with jobs growth proposed in the Cheshire & Warrington devolution bid. The employment land target was 381ha based on past take-up rates¹.

¹ Preferred Development Options Regulation 18 Consultation (July 2017) document, #2.9 and #2.13

- 1.7 Regulation 18 document went on to identify the Warrington Garden City Suburb as a south eastern extension of Warrington, providing the potential development of 'around 7,000 new homes', a major new employment area, a new district centre, health facilities and leisure facilities, a new country park, a network of new distributor roads, a new secondary school, and up to four new primary schools and an area of Safeguarded Land to the east of the A50².
- 1.8 The Consortium Land and the other ownerships all fell within the identified Warrington Garden City Suburb proposed at this time.

Figure 1: Warrington Garden City Suburb: Conceptual Approaches



Source: Figure 3.5 AECOM 2017 SEUE Framework 2017 & Figure 7 Preferred Development Options 2017)

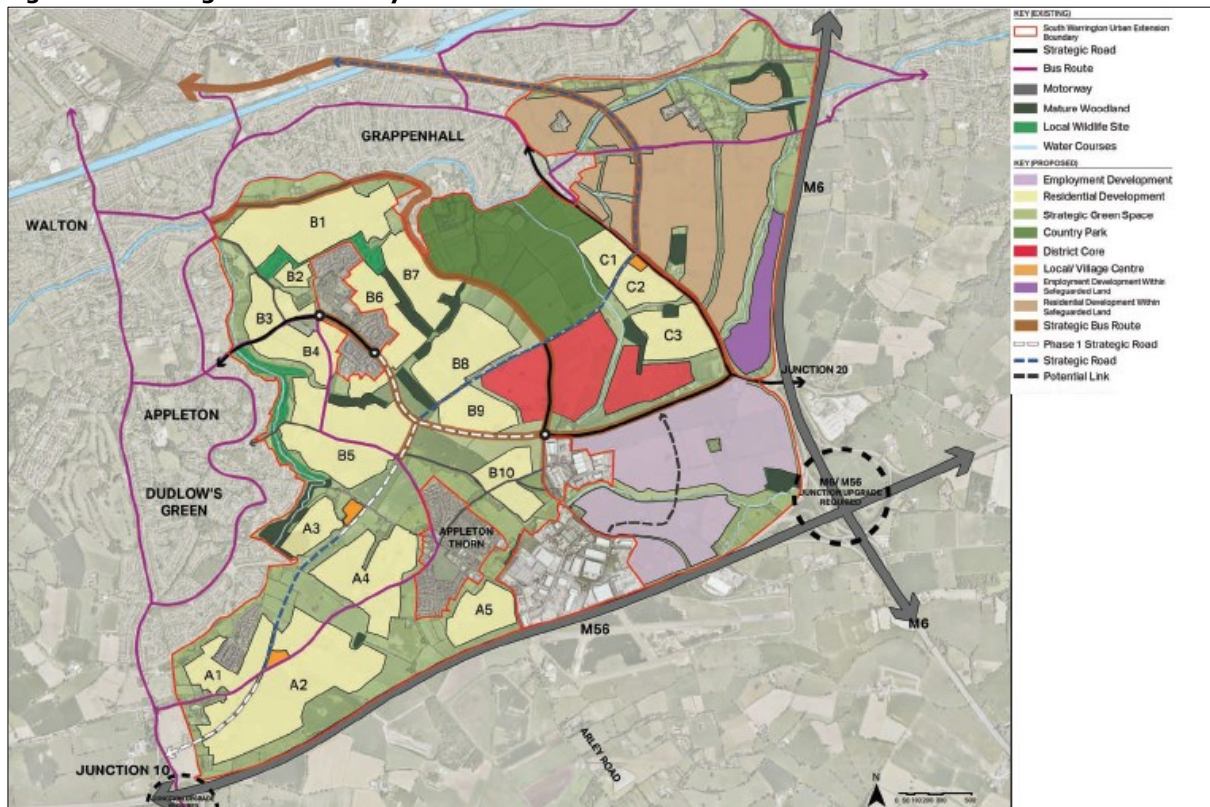
- 1.9 The master planning evidence base underpinning the Preferred Development Options included the South Warrington Urban Extension Framework Plan Document (Aecom, June 2017) (**Appendix 3A**). This document presents Aecom’s analysis and concept master planning approach to the potential development of the South Warrington Urban Extension area. It also provides additional detail to understand the sustainable development capacity of the area, the infrastructure required to support new development and the phasing of development to ensure infrastructure comes forward in a timely manner to support new homes and jobs.
- 1.10 Aecom concluded the following within the framework document on page 39:

² Preferred Development Options Regulation 18 Consultation (July 2017) document, #5.28 to #5.39

"Development of the SWUE site presents a significant positive opportunity for Warrington, which will help to meeting housing and employment land supply requirements in the following 20 years. The framework plan provided in this document demonstrates potential solutions to achieving this ambition and vision, which will include 7,979 housing units, 117.3 ha employment land, one secondary school, up to 3 primary schools, a new 84.1 ha Country Park, and 55 ha District Core. This will be a significant opportunity for Warrington to create a new sustainable urban extension to the south of Warrington, and welcome people to live and work to this new neighbourhood."

- 1.11 The suggested Aecom masterplans (see **Figure 1** and **Figure 2** below), identified the concept of a country park around the village of Grappenhall, a broadly centrally located new district centre, additional employment land to the south and areas of residential development around Grappenhall Heys, land to the south of Warrington near Stretton and around the proposed district centre. It also proposed additional safeguarded land between the A50 and M6 to the east.

Figure 2: Warrington Garden City Suburb: Framework Plan



- 1.12 **Source:** Figure 3.6 AECOM 2017 SEUE Framework 2017

- 1.13 Ultimately, the Aecom analysis supported the Council's approach at the time to comprehensively masterplan this area of Warrington and provided the case to identify the South Warrington Urban Extension as part of its Preferred Development Option.

Proposed Submission Version Local Plan 2017-2037 (March 2019)

- 1.14 The first draft Regulation 19 WLP (March 2019) was consulted upon between April 2019 and June 2019 under Regulation 19 of the Act. The Plan period ran for 20 years from 2017 to 2037. At that time, the housing requirement was 945 homes per annum (18,900 homes in total) which went above the minimum local housing need to meet the Council’s economic growth aspirations and to address affordability problems experienced by Warrington’s younger residents who are struggling to get on the housing ladder³. The employment land target was 362ha based on past take-up rates that considered both strategic and local needs⁴.
- 1.15 Within Section 10.2 and under Policy MD2 (extract provided at **Appendix 3B**), the first draft Regulation 19 WLP (March 2019) included the WGS allocation as a sustainable urban extension to the south east of the main urban area of Warrington on land that sits between the A50 and M6 to the east and the M56 to the south. Again, this area included all of the land controlled by this Consortia.
- 1.16 It was to deliver around 7,400 homes (5,100 in the plan period), 116ha of employment land, and was to be supported by a neighbourhood centre comprising a secondary school, primary school, local shops, a new health facility, leisure facility and other community facilities; three local centres comprising primary schools, local shops and other local community facilities; a new country park and extensive areas of open space and recreation provision; and, extensive highways and public transport improvements⁵.
- 1.17 Policy MD2 was very comprehensive with 69 main development criteria. Amongst other requirements, the Policy set out expectations for:
- A subsequent development framework/SPD (Criteria 7);
 - Masterplans (Criteria 9 and 10);
 - A funding and delivery strategy/programme (Criteria 11, 12 and 14);
 - A green infrastructure strategy (Criteria 38),
 - A comprehensive package of transport improvements (Criteria 55), and
 - A site-wide foul and surface water strategy (Criteria 59).
- 1.18 In short, the WGS was to be comprehensively planned with new homes and employment land phased in accordance with the delivery of wide ranging supporting infrastructure. The intention was to create an attractive, well-designed, joined-up and distinctive place set within a strong landscape framework of open spaces and parkland well served by new community infrastructure and a

³ PSVLP #4.1.6

⁴ PSVLP, #4.2.13

⁵ PSVLP, #10.2.2 to #10.2.4.

network of sustainable transport links maximising travel by walking, cycling and public transport as advocated in Policy MD2 and its supporting text⁶.

1.19 Paragraphs 10.2.25 to 10.2.33 of the supporting text to the policy set out the Council's reasoned justification for this approach, which note the following:

- The Garden Suburb performed well in terms of the assessment against the objectives of the Local Plan, the supporting Sustainability Appraisal and the NPPF
- The scale would provide a wide range of services to support a new residential and working community in this part of Warrington, including the aforementioned centres, schools, open space, etc;
- The ability to make a significant and sustainable contribution towards meeting Warrington's long term development needs, thereby providing the exceptional circumstances required to justify the Green Belt release in this location;
- The allocation policy will ensure the development comes forward in a comprehensive manner with appropriate phasing;
- The site area would provide a strong Green Belt boundary in this part of Warrington and will ensure the development preserved and enhances the built and natural environment;
- The scale would allow for development beyond the plan period meaning Warrington's future development needs are met and the long term permanence of Warrington's remaining Green Belt would be sustained.

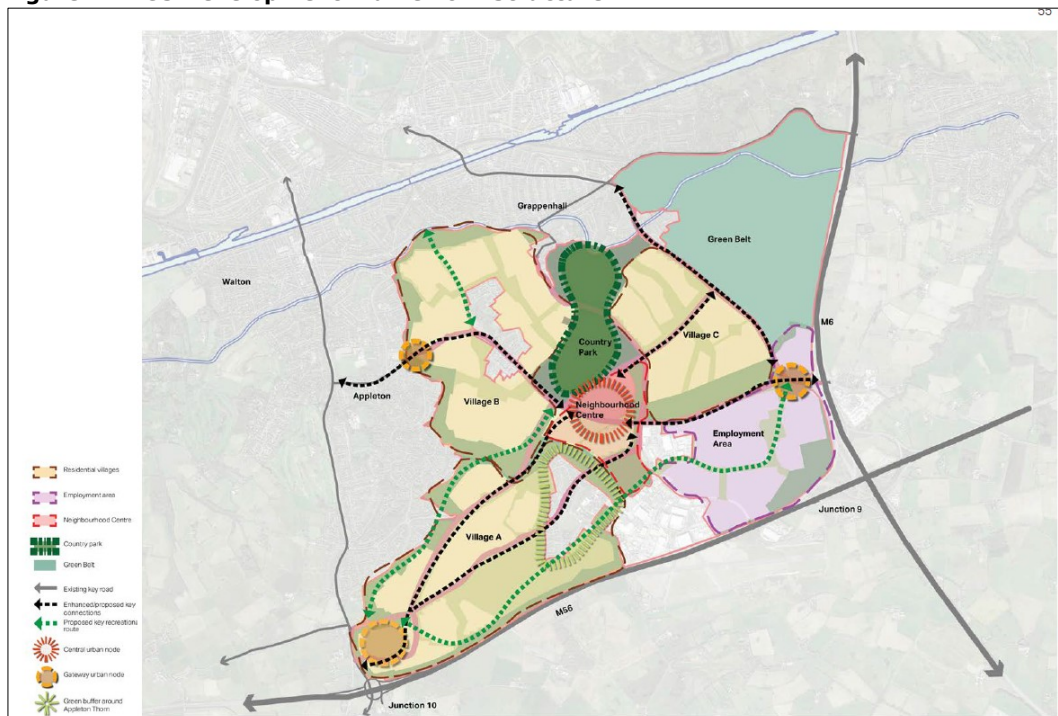
1.20 In short, all of the above summarised the site specific reasons and exceptional circumstances for the scale of Green Belt release in this part of Warrington and the Consortia agree that this was and remains the correct approach.

1.21 The master planning evidence base underpinning first draft Regulation 19 WLP (March 2019) included the Warrington Garden Suburb Development Framework (Aecom, March 2019) (**Appendix 3C**). This document sets out a policy review, spatial analysis and an analysis of relevant transport, planning, environmental and utilities considerations to provide the background for developing and testing a comprehensive framework for WGS. AECOM and the Council undertook a workshop and consultation with the public, landowners, and developers to advance their previous master planning work which resulted in various options being drawn up as illustrated in section 4 (pages 47 to 52) of the Aecom document.

1.22 Figure 5.1 in AECOM document presented the preferred development framework structure for the area and the concept of three villages and a neighbourhood centre (**Figure 4** below).

⁶ PSVLP, #10.2.1 and #10.2.2

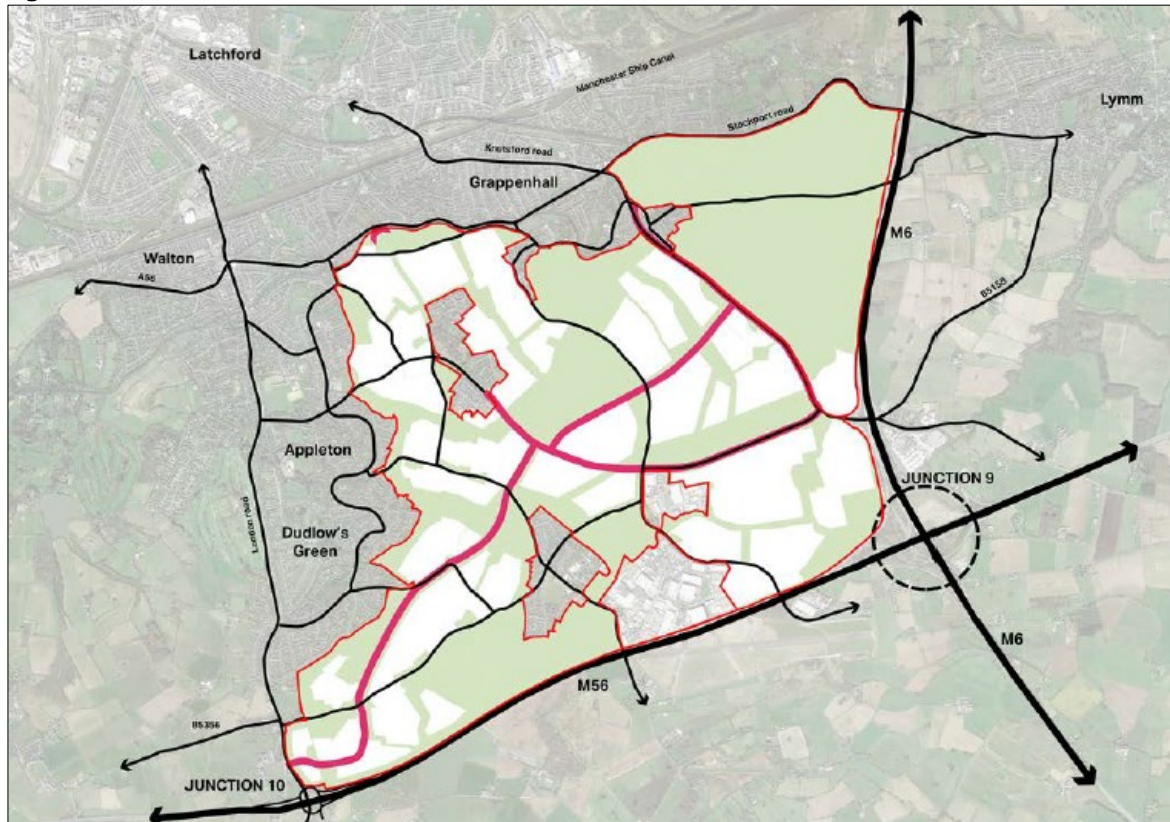
Figure 4: WGS Development Framework Structure



Source: Figure 5.1, AECOM Warrington Garden Suburb Development Framework, March 2019

- 1.23 The concept of three villages and a neighbourhood / district centre remained but with the neighbourhood centre brought in more centrally (focused on the Taylor Wimpey and Lone Star land) and with a new village (Village C) east of Broad Lane.
- 1.24 Land east of the A50/Knutsford Road (Strategic Green Belt Parcel 9), which was previously identified as Safeguarded Land in the 2017 draft of the Local Plan reverted back to being retained in the Green Belt other than an area of proposed employment land north of Cliff Lane towards the M6 junction. This was to facilitate the delivery of a gateway/node into WGS and we believe to facilitate access to the M6 bearing in mind Cliff Lane is a narrow pinch point on this part of the highway network. Whilst it was not explicitly set out in this document, we note that the Warrington Fourth Local Transport Plan (December 2019) (“the LTP”) (see **Figure 7** below) identified this area for a park and ride hub connected to the planned routes for a mass transit route through WGS (we address the LTP shortly), which we believe would be a positive addition to the Garden Suburb proposals so as to encourage modal shift and sustainable travel patterns.
- 1.25 Most critical to WGS was the vehicular / public transport strategy, as illustrated on Figure 5.2 of the AECOM document (see **Figure 5** below), with clear strategic connections crossing through the proposals linking Grappenhall Heys to the new district centre and existing and proposed employment areas and beyond to the M6, as well as the link from the A49 through to the new district centre and through to the new village and also through to Grappenhall Heys.

Figure 5: Vehicular Movement Structure



Source: Figure 5.2, AECOM Warrington Garden Suburb Development Framework, March 2019

1.26 Indeed, AECOM states on page 56:

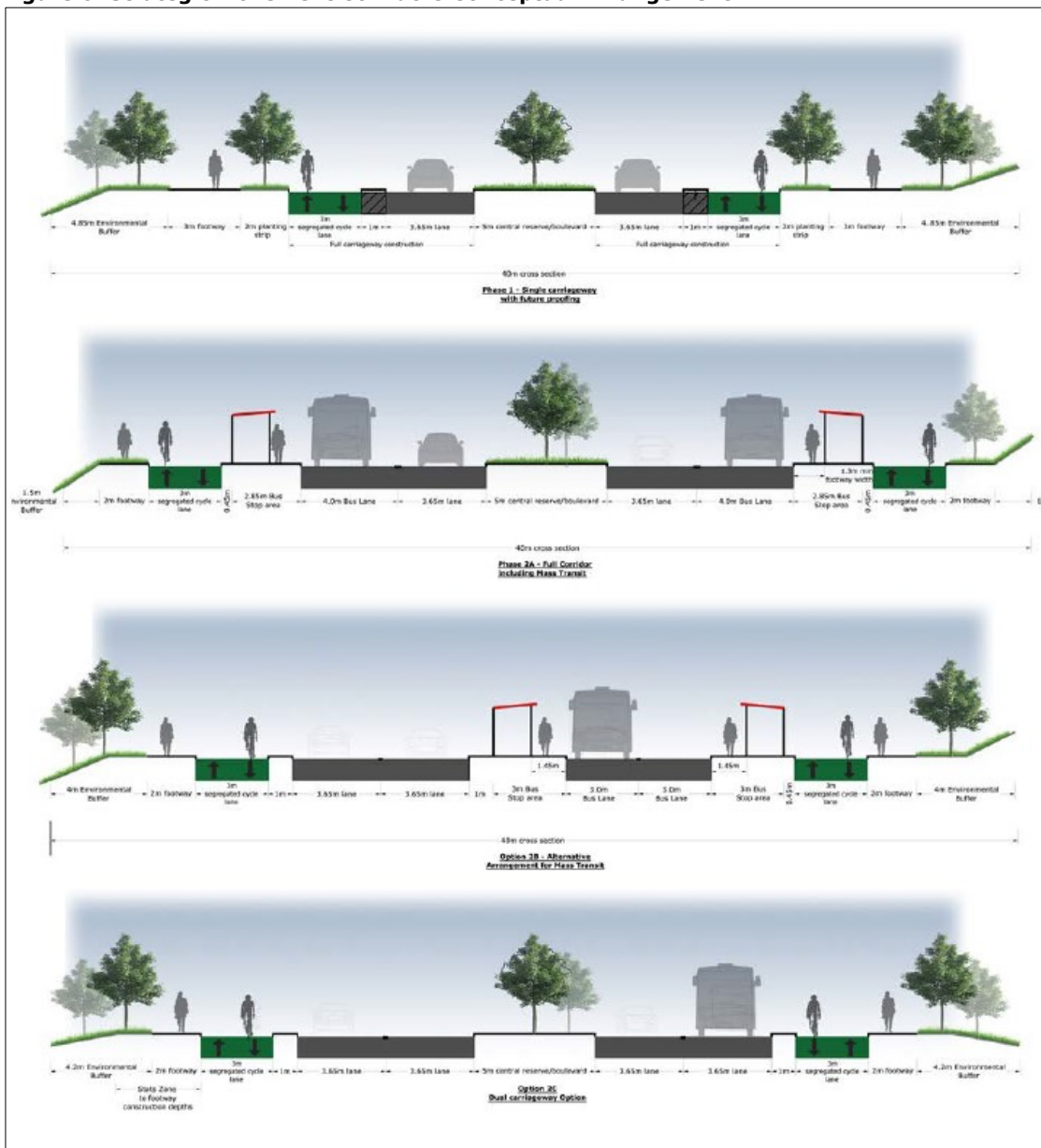
"WGS will incorporate an enhanced vehicular movement network through a series of new and upgraded routes. These improvements will be phased over time in response to development trajectory and in order to link new and existing communities.

The overall objective will be to use this network to improve linkages to the Town Centre, particularly through an enhanced public transport networks that generate greater patronage of the routes by users and consequently yield superior viability to public transport operators.

The primary loop is seen as the principal public transport corridor linking back to Warrington via the A49 and A50."

1.27 In Section 6 (page 66), AECOM further highlighted the aspiration for 40 meter highway corridors to allow for a phased approach to the delivery of mass transit, starting with segregated cycle and vehicular carriageways as per the indicative cross section options (see **Figure 6** below).

Figure 6: Strategic Movement Corridors Conceptual Arrangement



Source: Page 66, AECOM Warrington Garden Suburb Development Framework, March 2019

1.28 Potential delivery phases were identified by AECOM in Section 8 of the report. Indeed, AECOM states on page 94:

"Phase 1: incorporates three non-Green Belt sites within Villages A and B, and will deliver 930 housing units. These areas are ostensibly an extension of existing settlements and would be developed in parallel with the establishment of the Country Park as a recognised asset that can mature and evolve as the WGS community grows. Alongside the new homes approximately 116 ha of new employment land could be delivered close to the junction 9 of M56. Enabling infrastructure including new strategic movement and utilities corridors will also be required to provide the anticipated level of connectivity throughout the area;

Phase 2: *new strategic movement and utilities corridors will create a more robust east/west linkage between the A49 and A50. These new routes converge at the area identified for the new Neighbourhood Centre; a new heart to WGS, potentially incorporating new schools (primary and secondary) shops, health and leisure facilities. Phase 2 could deliver the largest proportion of housing, over three of the four villages that will also encompass their own discrete village centres (local convenience facilities within easy walking/cycling distance) as appropriate;*

Phase 3: *by the end of phase 2 the fundamental WGS structure is in place, primary infrastructure/movement corridors have been created with new development extending the established villages through to hard boundaries as the new community matures. Phase 3 takes development through to the end of the plan period;*

Phase 4: *identifies development beyond the defined plan period through new areas of residential development along the new east/west corridor and along the WGS northern edge, adjacent to the Bridgewater Canal."*

1.29 AECOM ultimately conclude the following on page 97:

"The work undertaken as part of its preparation has acted as a platform to debate and agree the most appropriate delivery mechanisms and associated implementation timetable whilst at the same time generating a flexible structure that enables private sector partners to bring forward their individual development proposals in a co-ordinated manner. It is hoped that this will provide a mechanism to ensure all landowners and developers make a proportionate contribution to the strategic infrastructure required to deliver the full development potential of the site."

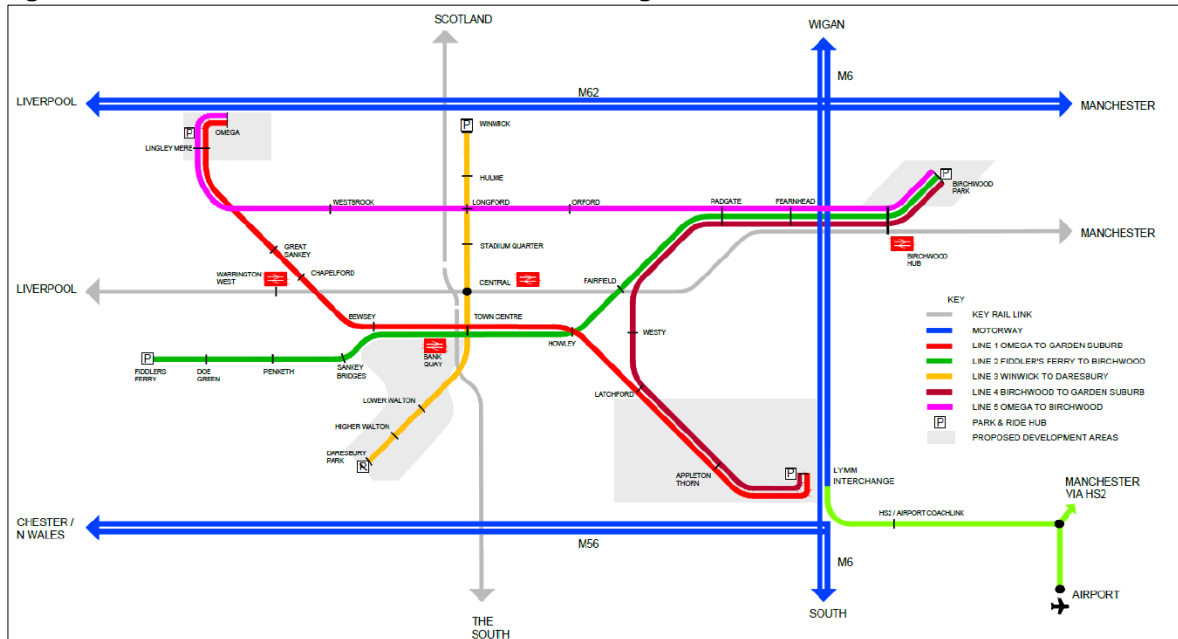
1.30 AECOM also noted that there would be the usual challenges associated with bringing development of this scale forward but identified a number of well-rehearsed actions on page 97, including:

- Ongoing collaboration – between the public sector, land owners/promoters and statutory authorities to arrive at solutions that are deliverable.
- Viability – managing land value expectations against more innovative ways to capture value.
- Maintaining momentum – through ongoing governance and securing funding to take the process beyond plan preparation to implementation.
- De-risking – by means of site specific due diligence work that can anticipate the trajectory of new development.
- Securing agreements – with statutory bodies such as Highways England.
- Local plan process – a successful outcome and consequential designation of land for development outside of greenbelt allocation.

Warrington Local Transport Plan

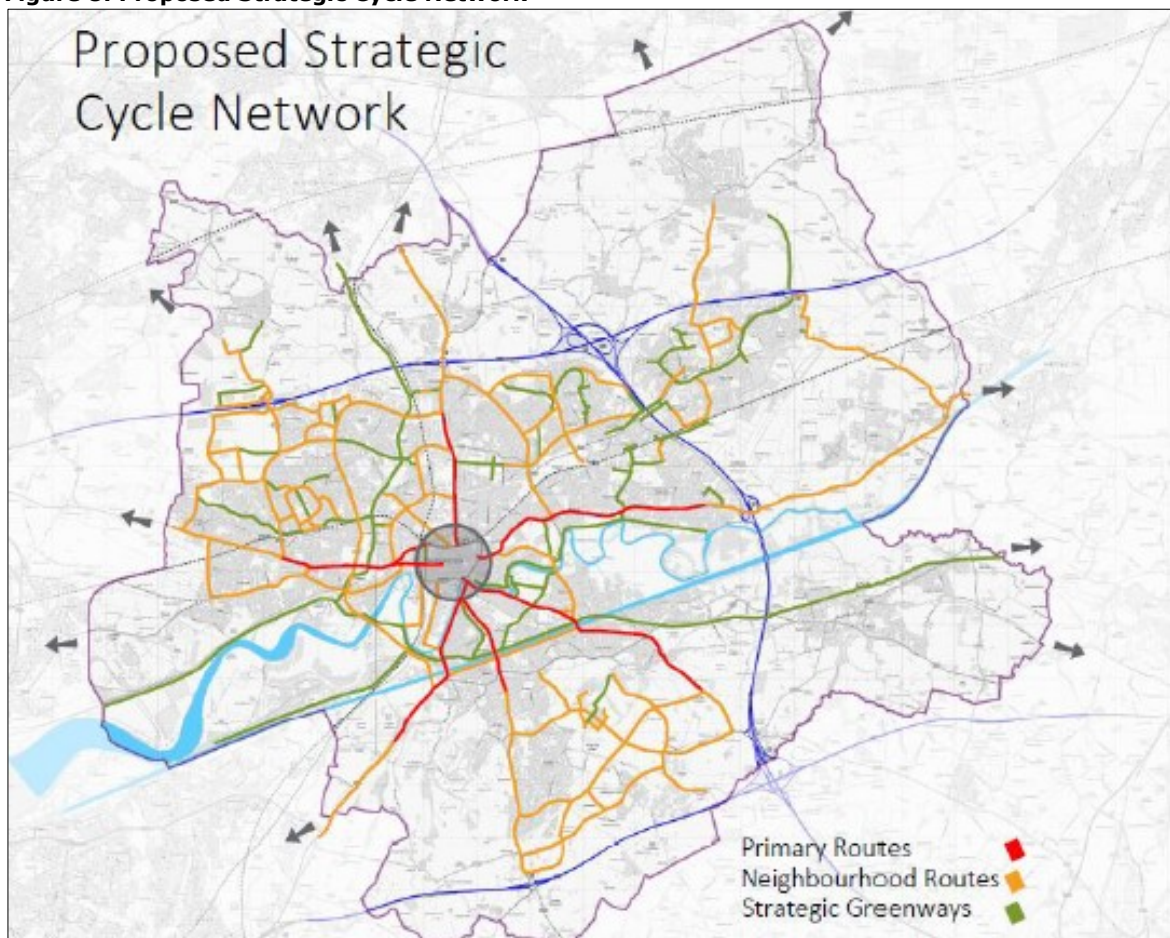
- 1.31 The Warrington Local Transport Plan (LTP) was adopted in December 2019. It is a statutory document and represents a key consideration for the preparation of the WLP. We have included the Executive Summary at **Appendix 3D** and will call for the entirety of the LTP to form part of the examination library for any future examination on the WLP.
- 1.32 Within section 5.2 of the Executive Summary, the LTP highlights the need to transform public transport in Warrington. Whilst the concept of a mass transit network is at an early stage still, three cross town centre routes were identified alongside two orbital routes, with one being a route from Birchwood to the Garden Suburb South East Urban Extension. It is noted that the routes identified are intended to:
- Deal with existing corridors with high demands for travel;
 - Support the growth of the town centre; and,
 - Connect key employment areas to new and existing residential areas.
- 1.33 As illustrated by the plan below at **Figure 7**, the Garden Suburb area is highlighted and two lines are proposed to access it:
- Line 1 Omega to Garden Suburb, and
 - Line 4 Birchwood to Garden Suburb.
- 1.34 Obviously these routes would connect existing residential areas to the new strategic employment area at the Garden Suburb as well.
- 1.35 It is also notable that the proposed cycle network routes are to follow the routes identified through the proposed Garden Suburb and along the routes of the proposed strategic link roads that cut across the land holdings of the Consortium Land, Homes England and Miller Homes land parcels as illustrated in the image below at **Figure 8**.

Figure 7: Indicative Mass Transit Network for Warrington



Source: Page 13, Warrington Fourth Transport Plan Executive Summary (December 2019)

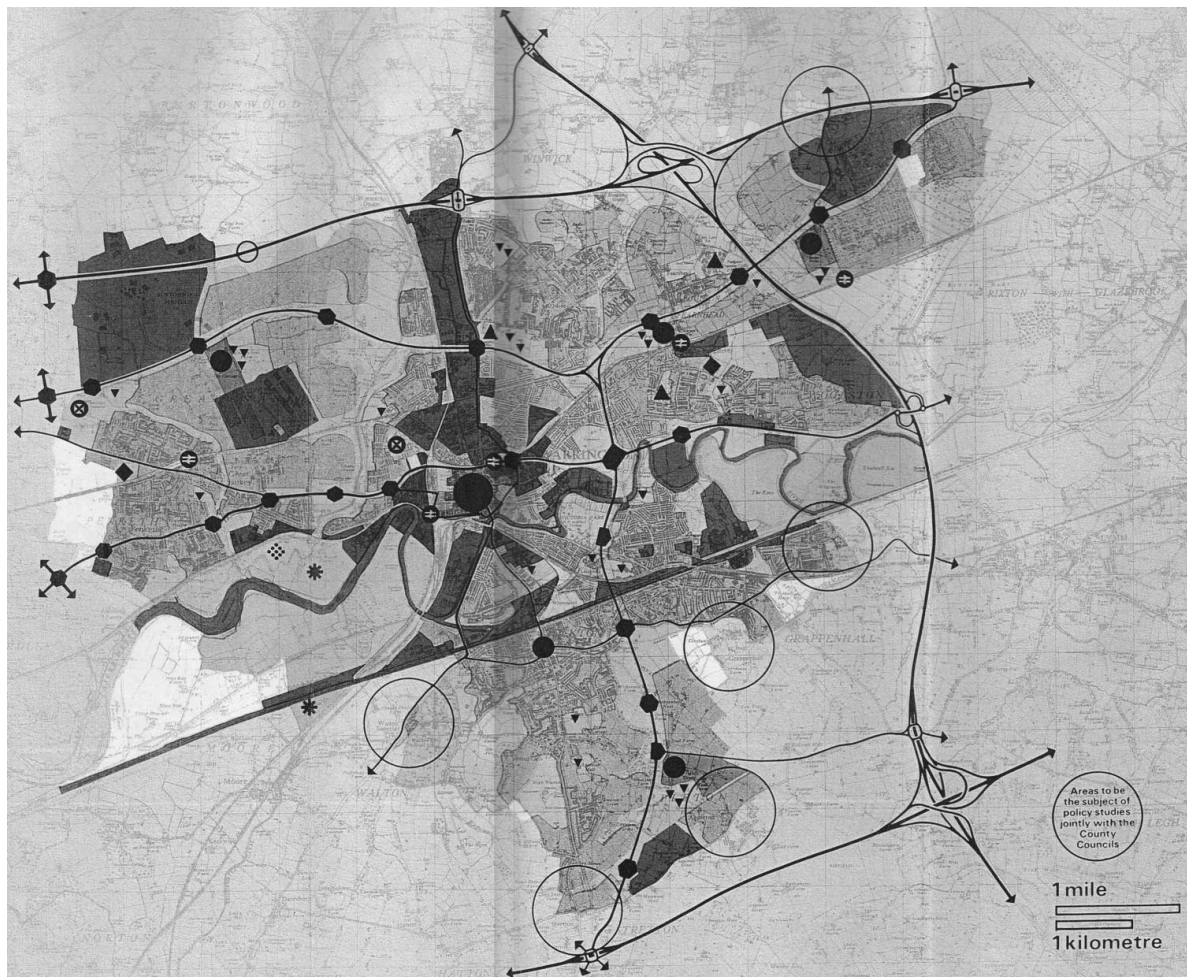
Figure 8: Proposed Strategic Cycle Network



Source: Page 11, Warrington Fourth Transport Plan Executive Summary (December 2019)

- 1.36 Whilst much older, it is also interesting to note that the original masterplan for Warrington at the time of the New Towns Act, also depicted a direct and new east / west link from the existing (and anticipated urban extension of Warrington at the time), through to the A50 and M6 as illustrated in **Figure 9** below. Notably the route of this new link crosses directly over the land controlled by this Consortia.

Figure 9: Warrington New Town Masterplan, 1974



Source: <https://www.roads.org.uk/articles/warrington-new-town/bigger-picture>

Warrington Garden Suburb Landowner Group Meetings (2019/2020)

- 1.37 Further to the publication of the 1st Draft Regulation 19 Local Plan, the various landowners within WGS including those in this Consortium, Homes England, Miller Home (Wallace Land Investments at the time), Langtree and Hollins Strategic Land came together under one group (“the Landowner Group”) to undertake a series of discussions and meetings and commission WSP, Open and other consultants to prepare a review of the Council's masterplan and begin to prepare more detailed plans of the proposed strategic infrastructure/highway network and viability of the overall case.
- 1.38 That exercise was undertaken, and much progress was made. The wider Landowner Group agreed the following:

- An amended masterplan that ensured the strategic link road through Village C between Broad Lane and Knutsford Road A50 was moved north slightly to avoid an existing woodland;
- An amended distribution of residential development between the three villages and the proposed district/neighbourhood centre so as to locate more homes towards the district centre for sustainability benefits;
- Scrutiny of landownership boundaries which confirmed that the proposed strategic infrastructure (including all of the required link road, homes and other necessary services) could all be accommodated on land controlled by the Landowner Group without the need for 3rd party land.
- An updated viability assessment that demonstrated the wider Garden Suburb development generated viable developer and landowner returns.

1.39 Areas that still required further work involved the phasing of development, the ability to forward fund the strategic link roads and other infrastructure and how to equalise land value / distribute returns equitably. Those were matters that first draft Regulation 19 WLP (March 2019) 'Policy MD2 – Garden Suburb' rightfully anticipated would be addressed as part of an SPD/Delivery Framework post the adopted of the Local Plan. However, had the Council not indicated that it might revisit its Plan in the face of new annual housing requirements and the decommissioning of the Fiddlers Ferry Power Station, and had the Covid pandemic not struck, we are confident positive discussions and meetings amongst the Landowner Group could have continued to reach agreement on these matters.

1.40 Indeed, with Homes England controlling such significant amounts of land within WGS, there was a high degree of confidence that a funding mechanism would be achievable in the future notwithstanding the fact that Homes England could not commit beyond the current Government spending reviews at the time. With the ongoing intensity of the Covid pandemic over 2020, it became clear that Government's attention would be spread thinly and spending reviews for Homes England would be pushed back/become less prioritised. However, with a formal allocation in place, there is no reason to assume that public and private investment would not be forthcoming, particularly given this area of Warrington is the one of the most affluent in the Borough and the North West Region.

1.41 During 2020, the Government also consulted on its new proposals for the Standard Methodology calculations. Combined with Covid and given the Council were unable to secure absolute security from Homes England at the time towards any forward funding, this caused a pause and a degree of hiatus. The inability to meet in person also caused challenges given the size and nature of the Landowner Group but the primary hurdle at the time was the pressure from the Council to deliver the strategic link roads and country park before any occupation of additional homes over and above those already consented on Homes England land.

- 1.42 In December 2020, the Council then requested that the various parties of the Landowner Group to put forward alternative potential development options for the area rather than seek to re-group and continue the positive dialog and progress that had been made prior to the start of the pandemic. Shortly after this, Homes England declared that they wished to be represented by WSP and Open alone despite the fact all work prior to then had been undertaken on a collaborative basis. Continued dialog with the Council also ceased at this point.
- 1.43 On 26th February 2021, Pegasus Group submitted five schematic masterplan options and an accompanying schedule to the Council on behalf of Taylor Wimpey (see **Appendix 3E and 3F**) with the view that this would then open up discussion and dialog with the Council. What was clear from this submission was that the only way to deliver a comprehensive Garden Suburb with all of the necessary infrastructure was to stick with the proposals advocated in Policy MD2 of the Regulation 19 Local Plan (2019). Whilst it was recognised some of the issues were complex, none were cited as being insurmountable with a robust policy in place and an appreciation that this would represent a long term development solution for Warrington.

Updated Proposed Submission Version Local Plan 2021-2037 (September 2021)

- 1.44 The second draft Regulation 19 WLP (September 2021) is being consulted upon until November 2021 under Regulation 19 of the Act. The plan period runs for 18 years from 2021 to 2038. The housing requirement is 816 homes per annum (14,688 homes in total) which is the minimum local housing need calculated by the Government’s Standard Methodology. The employment land target is 316ha based on past take-up rates that considered both strategic and local needs.

Policy MD2

- 1.45 The second draft Regulation 19 WLP (September 2021) includes the South East Warrington Urban Extension, which extends from Grappenhall Heys in the north to the M56 in the south under a revised policy MD2. It is identified as delivering a minimum of 4,200 homes (2,400 homes in the Plan period), and two primary schools, a new secondary school, a new leisure facility incorporating health provision, local shops and other community facilities, green infrastructure, playing pitches, a community recycling centre and transport improvements.
- 1.46 The land within the South East Warrington Urban Extension is largely within private ownership of Homes England, other than the southernmost part of the site which is within the ownership of Miller Homes. The Consortium Land lies to the east of the South East Warrington Urban Extension.
- 1.47 The evidence base underpinning the second draft WLP (September 2021) includes the document titled ‘South East Warrington Urban Extension: A Deliverable Proposition’ (Homes England with Miller Homes, August 2021), prepared jointly by WSP, Optimised Environments, Savills and Barton Willmore. We note that this is not a Council led document and therefore it represents the aspirations of the individual landowners in this instance. As such, we afford it considerably less weight than

the aforementioned Aecom master planning work which has at least undergone a level of community consultation.

Figure 9: Illustrative Development Concept for South East Warrington Urban Extension



Source: Figure 18, second draft WLP (September 2021)

- 1.48 Whilst the policy contains a wide range of requirements, it fails to deliver the East West link and the ability to improve connections to the A50 and the employment areas to the east.

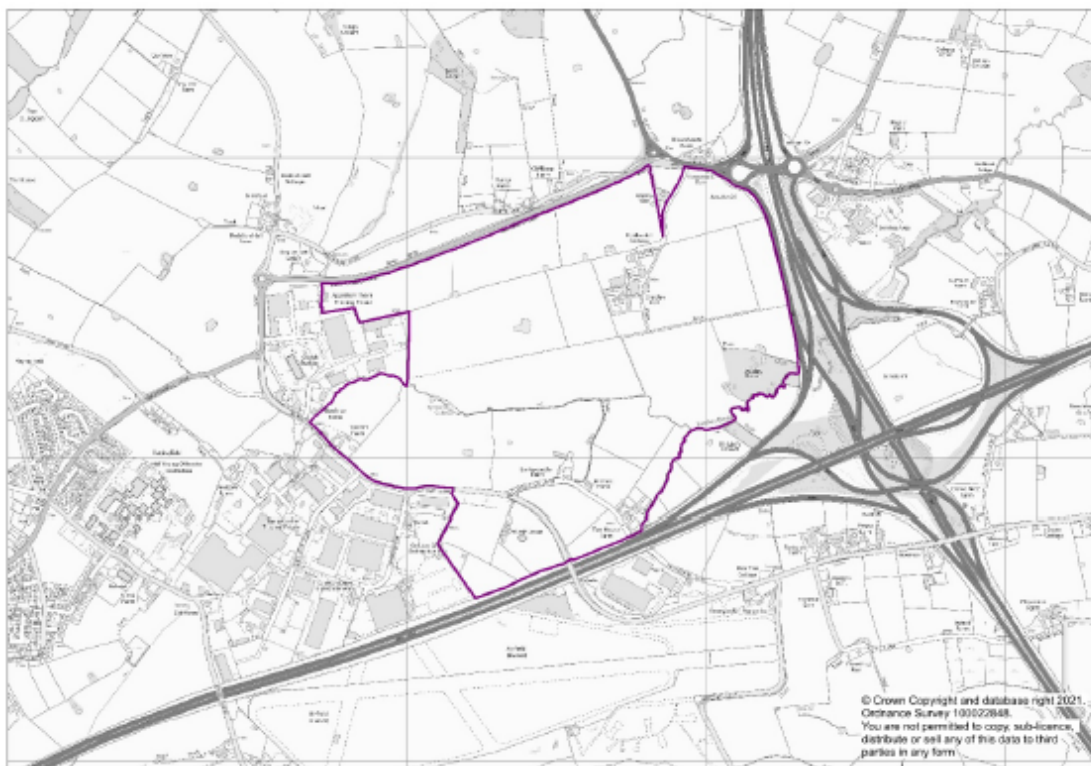
Policy MD6

- 1.49 The Council also now propose a separate policy for the large employment area to the east towards the M56/M6 junction under Policy MD6 (see **Figure 10** below) for 137 ha of land, which is now separated from the proposed residential development areas to the west under Policy MD2.
- 1.50 Part 4 confirms that new development will not be commenced until the funding and programme for the delivery of the improvements at Junction 20 of the M6 have been agreed with key stakeholders, including Highways England and the Highways Authority. That critical policy requirement may not

be possible without land controlled by members of this Consortia and which we understand led to the allocation of employment land to the north of Cliff Lane in the previous Regulation 19 version of the Local Plan.

- 1.51 Part 12 of Policy MD6 also requires a comprehensive package of transport improvements to be provided as part of the development proposals, including providing public transport improvements to connect the new employment area with the new residential areas towards Stockton Heath (i.e. those areas identified under Policy MD2). Again, it will not be possible to provide meaningful public transport improvements between the two strategic allocations without the consortia land.

Figure 10: South East Warrington Employment Area Boundary



Source: Figure 22, Regulation 19 WLP, 2021 (page 228)

Summary of the Consortia's Position

- 1.52 As set out within our main representations and as highlighted by the context above, the Consortia strongly objects to the latest MD2 and MD6 policies on the basis that:

- The policies are not justified by the Council's Sustainability Appraisal process which have consistently favoured a larger Garden Suburb (see **Appendix 4**),
- it is not consistent with the Council's masterplanning evidence for the area which has consistently advocated a centrally located District / Neighbourhood Centre to accommodate the necessary services for such a large area of housing growth and the need for a Country Park around Grappenhall Heys;

- it cannot deliver a fundamental building block / requirement of the Policy (i.e. improve east / west links to the A50) as required MD2 Policy Criteria 27e;
- As illustrated by the evidence prepared by Mode Transport on behalf of the Consortia and provided at **Appendix 8**, the proposals now advocated under Policy MD2 and MD6 would worsen congestion and travel times in an east west direction, substantially increase east/west movements through the centre of the village of Appleton Thorne;
- due to the inability to provide the improved east west link, it will not be possible to provide public transport improvements/enhancement that connect the new communities to the South East Warrington Employment Area as required by MD2 Policy Criteria 27c and MD6 Policy Criteria 12c;
- it does not comply with the aspirations of the Council's adopted Local Transport Plan, and fails to deliver a sustainable and comprehensive long term transport and access strategy for this part of Warrington that delivers the necessary infrastructure to ensure modal shift and that the proposals would therefore be genuinely sustainable;
- it would jeopardise the long-term ability for Warrington to grow in a sustainable manner and would result in much greater harm to Warrington's Green Belt in the future (see our main representation report and issues raised in relation to Green Belt Policy GB1); and,
- the Green Belt boundary changes put forward as part of this policy are very weak and would have to be defined by large swathes of new woodland planting in order to remain defensible in the long term (see Criteria 24). That strategy in itself would then hinder the longer term growth of Warrington or would result in poorly defined urban edges to the settlement, which is also inconsistent with the NPPF and paragraph 143f.

1.53 Critically, these latest proposals have no means by which to deliver the east west link that will improve connections between the A49 and A50. That connection represents a fundamental building block that has to be provided through the land secured by this Consortia as there is no opportunity to upgrade parts of the B5384 without the need for 3rd party land and the need for CPO. There is no suggestion within the Policy that a CPO would be necessary and that has not been factored into the Council's delivery/trajectory for housing development. To rely on such an approach would raise serious doubts about the deliverability of these proposals.

1.54 The only solution to ensure the sustainable delivery of development in this strategic part of Warrington is to re-instate the original Garden Suburb proposals supported by the Council and its evidence base at the time of publishing the 2019 Regulation 19 version of the Local Plan.