

Note on Green Belt Compensation

CALLED-IN PLANNING APPLICATION

FOR THE LAND TO THE WEST OF JUNCTION 20 OF THE M6 MOTORWAY AND JUNCTION 9 OF THE M56 MOTORWAY AND SOUTH OF GRAPPENHALL LANE AND CLIFF LANE, GRAPPENHALL, WARRINGTON

Introduction

- 1.1 This Note on Green Belt Compensation has been prepared by Spawforths on behalf of the Applicant, Langtree Property Partners LLP (**“Applicant”**) following discussions with Warrington Borough Council (the **“Council”**), in their capacity as Local Planning Authority (**“LPA”**).

It provides the Inspector with an update on Green Belt compensation and the consequential implications for the Section 106 planning obligation which the parties have been negotiating and which relates to the determination of the called-in planning application pursuant to LPA planning application reference 2019/34799 (Secretary Of State’s Reference: PCU/CONS/H4315/3244681 & Planning Inspectorate’s Reference: APP/M0655/V/22/3311877) (the **“Planning Application”**).

Warrington Local Plan

- 1.2 Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states that the application should be determined in accordance with the development plan unless material considerations indicate otherwise.
- 1.3 The adopted development plan comprises the Warrington Local Plan (adopted December 2023) and Local Plan Policies Map 2021-2022 – 2038 – 2039.
- 1.4 Warrington Local Plan contains Policy GB1 – Green Belt includes specific wording on Green Belt compensation below.

“Development Proposals in the Green Belt

10. In accordance with national planning policy, within the Green Belt, planning permission will not be granted for inappropriate development, except in ‘very special circumstances’.

11. A scheme of compensatory improvements to the environmental quality and accessibility of land remaining in the Green Belt will be required to be provided. Financial contributions will be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in the most appropriate location”.

- 1.5 The policy addresses both land to be released from the Green Belt as part of the allocation process and also to “development proposals in the Green Belt”.

National Planning Policy Context

- 1.6 The NPPF (December 2023) paragraph 147 sets out the requirements for Green Belt compensation in relation to “drawing up or reviewing Green Belt boundaries”. It confirms that “plans should...also set out ways in which the impact of removing land from the Green Belt can be offset through compensatory improvements to the environmental quality and accessibility of remain Green Belt land”.
- 1.7 The NPPG includes two sections on Green Belt compensation which are included as Appendix 1 to this Note. They relate to the situation where land is to be removed from the Green Belt and they indicate that consideration will need to be given to:

- *land ownership, in relation to both land that is proposed to be released for development and that which may be most suitable for compensatory improvements for which contributions may be sought;*
- *the scope of works that would be needed to implement the identified improvements, such as new public rights of way, land remediation, natural capital enhancement or habitat creation and enhancement, and their implications for [deliverability](#);*
- *the appropriate use of [conditions, section 106 obligations](#) and the [Community Infrastructure Levy](#), to secure the improvements where possible. Section 106 agreements could be used to secure long-term maintenance of sites.*

Warrington Planning Obligations Supplementary Planning Document (SPD)

- 1.8 The Council have consulted upon a Draft Planning Obligations SPD (December 2023). Following an 8-week consultation period on the Draft Planning Obligations SPD, from 13 December 2023 to 7 February 2024, the Council has re-opened focused consultation as a result of further proposed changes to the education requirements of the SPD during the period from 10 May 2024 to Friday 7th June 2024. Following the re-consultation from 10 May 2024 to 7th June 2024, it is the Council's intention to adopt this SPD following Cabinet approval on the 8th July 2024.
- 1.9 The Draft Planning Obligations SPD includes provisions for Green Belt compensation. It states that Green Belt compensatory improvements are required "In accordance with Policy GB1 of the Local Plan, Compensatory Green Belt improvement measures will be required for all major development on sites which are being removed from the Green Belt and for major development which is deemed inappropriate development in the Green Belt but where very special circumstances have been demonstrated" (para 2.9.3).
- 1.10 It sets out under policy PO9 a compliance hierarchy (replicated over the page):

PO9 Compensatory Green Belt

Compensatory Green Belt improvement measures will be required for all major development on sites which are being removed from the GB and for major development which is deemed inappropriate development in the Green Belt but where very special circumstances have been demonstrated.

Landowners will be required to demonstrate how compensatory measures will be provided having regard for the following hierarchy:

1. In the first instance improvements should be made in the immediate vicinity of the site and delivered by the developer.
2. The Council will consider improvements in the wider area where it can be demonstrated that the improvements cannot be delivered in the immediate vicinity of the site or where this will provide greater benefits.
3. Financial contributions will only be considered where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in a more appropriate location.

Key Local Plan Policies: GB1 Green Belt

- 1.11 Paragraph 2.9.5 notes the importance of collaboration with landowners, developers and partnership organizations and confirms that *“improvement measures may be delivered immediately adjacent to an application site, and this should be a priority wherever possible, or, it may be that improvements are delivered in the surrounding area or as a last resort a financial contribution*

may be made in appropriate circumstances”. Paragraph 2.9.7 notes “Financial contributions for compensatory Green Belt measures will only be considered as a last resort. In taking a contribution the Council will calculate the amount of land being taken from the Green Belt and its agricultural land value at the time of the decision”. Paragraph 2.9.10 notes “Where areas of compensatory Green Belt improvements are also being proposed for Biodiversity Net Gain (BNG) the Council will seek to ensure that this provides the best outcome in terms of both biodiversity and compensatory improvements”. Paragraph 2.9.11 notes “Where improved access is required separately by the Council’s transport officers, this cannot be doubled up for use as Compensatory Green Belt as this is a separate requirement which must be provided in order to make the development acceptable”.

Applicants Approach to Green Belt Compensation

- 1.12 The Applicant has been aware of the need for Green Belt compensation through the process of the Local Plan. Included as Appendix 2 to the Note is the South East Warrington Employment Area (SEWEA) Statement of Common Ground (SoCG) that was signed by the Council and the Applicant (and Liberty Property). Paragraph 1.3 of the SOCG confirms that appended to the SoCG is a Delivery Report and illustrative masterplan (Masterplan Development Framework) for the draft allocation. The Masterplan Development Framework sets out a section on Green Belt compensation on pages 28/29.
- 1.13 Paragraph 1.3 of the SOCG confirms that the illustrative masterplan (Masterplan Development Framework) for the draft allocation “could provide the basis for the Development Framework as required in the draft allocation Policy. It should be noted that it has been provided for illustrative purposes at this stage and the Council has not formally agreed to the scope and content of the document”. The proposed allocation and associated Statement of Common Ground related to a wider site area than the application site now being considered and included land promoted by Liberty Properties, which was removed from the Local Plan following Main Modifications.
- 1.14 Mr Rolinson’s Update Evidence addresses compliance with policy GB1 in paragraph 4.14:

“Part 10 of policy GB1 confirms that planning permission will not be granted for inappropriate development within the Green Belt, “except in ‘very special

circumstances”. I consider in Section 6 of my Updated Evidence that ‘very special circumstances’ exist to support the Application proposals. Part 11 of the policy requires a scheme of compensatory improvements to the environmental quality and accessibility of the land remaining in the Green Belt. The land to the southeast of the Application Site is to remain in the Green Belt (within Cheshire East Authority) and it comprises a comprehensive mitigation area. The whole of the Application Site will remain within Warrington’s Green Belt in Local Plan (2023) and as I set out in my Factual Statement, the Application proposals include comprehensive improvements to the footpath network that will enhance its accessibility. I therefore consider that the Application proposals accord with parts 10 and 11 of the policy”.

1.15 The Applicant proposed that Green Belt compensation accessibility approach would comprise:

- Enhancements to footpath 31 which runs north / south through the Application site (Alex Vogt para 6.2.14).
- Diversion of footpath 28 (AV para 6.2.15).
- New 3.5m shared pedestrian / cycle route on southern side of Grappenhall lane (1.2km along Site frontage) (AV para 6.2.7).
- Commuted sum to extend the pedestrian / shared cycle route to the Broad Land roundabout and between the roundabout and Barleycastle Lane (AV para 6.2.9 – 6.2.10).

1.16 All shown on AV008 Highway Improvement Plan.

1.17 Further, they initially identified that the Green Belt compensation environmental quality package would comprise:

- New and enhanced green infrastructure through the Site including along Bradley Brook, through the central Site area (around the Ancient Monument) and in the ecological area (within Cheshire East) to the south east of the Site.
- New woodland planting belts and management and maintenance of the existing woodland blocks (Bradley Gorse and Wrights Covert) in the south east corner of the Site.
- Improvements to biodiversity and habitat connectivity through the central Site area (around the Ancient Monument); along the Bradley Brook

corridor; and in ecological area (within Cheshire East) to the south east of the Site. Enhanced biodiversity net gain (10% even though this is not required under new BNG requirements), seven replacement ponds and new wetland habitat (2:1 replacement of all ponds). Provision of rough grasslands, wildflower meadow, hedgerows and scrub. Habitat management for 30 years.

- In accord with the NPPG, we have excluded the strategic landscaping and visual enhancements on the northern site boundary which is necessary to mitigate the immediate impacts of the development.
- Financial contribution towards off-site breeding bird mitigation areas and Holcroft Moss SAC.
- Improvement of water quality through the use of SuDs.

1.18 The Applicant considers that this package of improvements complies with the Local Plan Policy GB1 (11). The Council have however requested from the Applicant an explanation of how this approach to Green Belt Compensation approach will meet the requirements set out in the draft Planning Obligations Supplementary Planning Document which the LPA has indicated is due to be adopted in July 2024. It is recognised by the Applicant that it does not fully meet the requirements of the Draft SPD especially with regard to paragraph 2.9.11 in relation to the need for any improved access to be separate from the requirements requested by the Council's Highways and Transportation Officers to make the development acceptable.

1.19 PO9 Compensatory Green Belt of the Draft SPD requires a stepped approach to the consideration of Green Belt compensation, stating Landowners will be required to demonstrate how compensatory measures will be provided having regard for the following hierarchy. Following this hierarchy we have set out the following steps we have taken:

Step 1: Improvements in the immediate vicinity of the site and delivered by the developer.

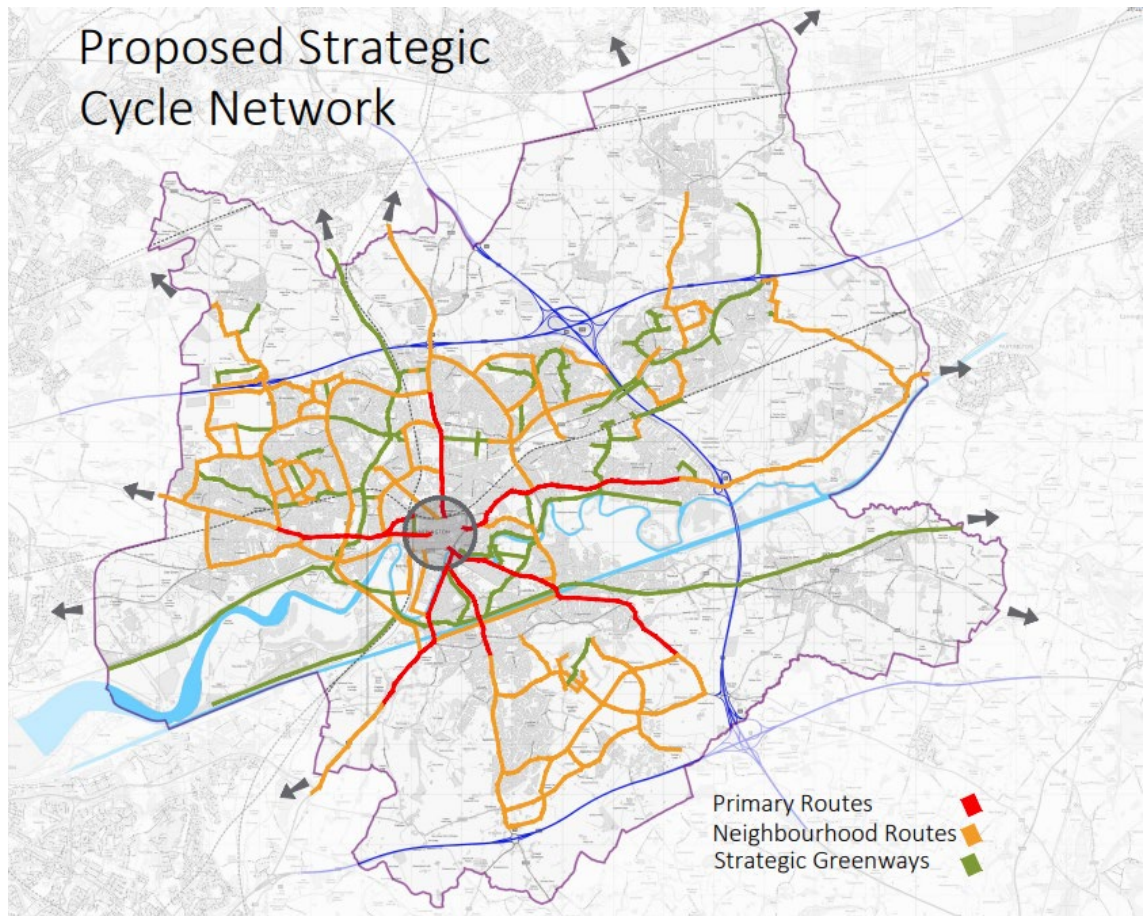
1.20 The Applicant's original approach to on site improvements complies with this requirement but does not meet the draft SPD requirements in full in relation to accessibility (the need for any improved access to be separate from the requirements requested by the Council's transport officers to make the development acceptable). As part of the reserved matters approach, the Applicant may be able to provide further footpath enhancements within the Site

for example a new footpath along Bradley Brook but this has not been assessed at this stage by the Applicant.

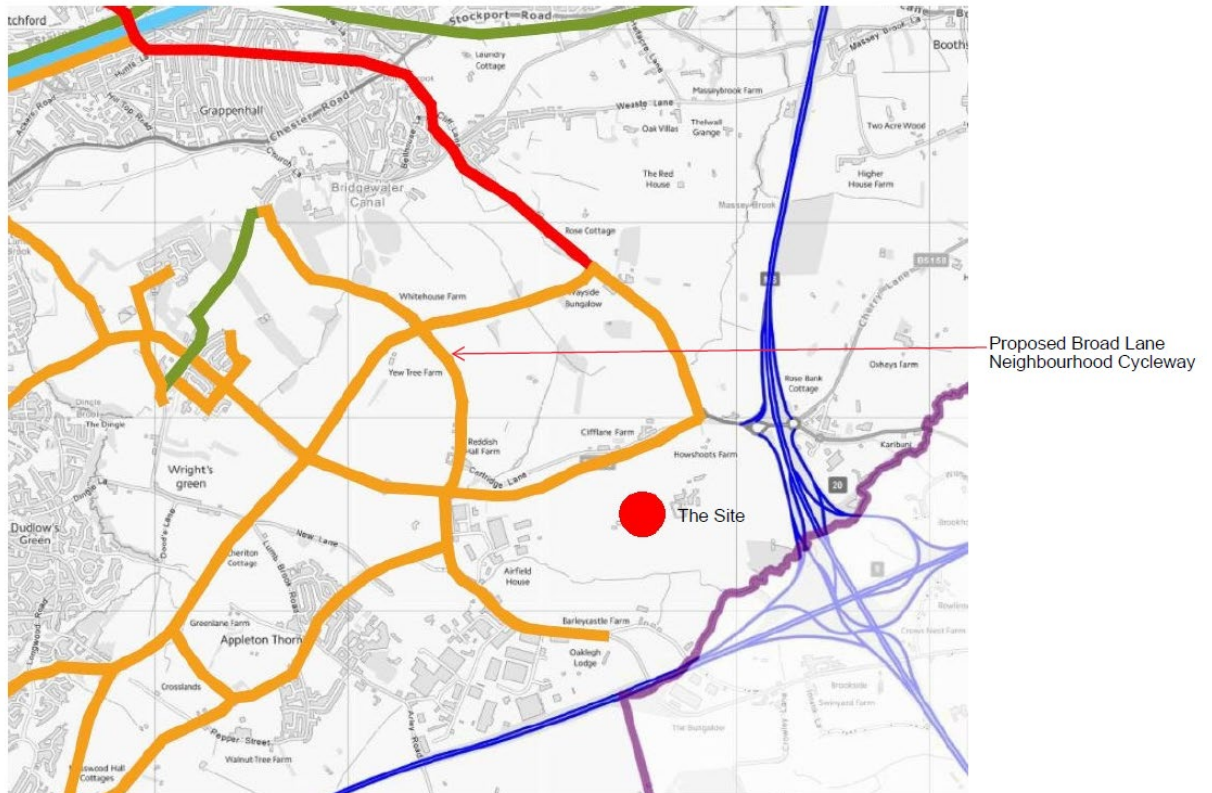
- 1.21 The Applicant does not however control any other land outside the Application site 'red line' that could accommodate further accessibility or environmental enhancements. The Applicant cannot therefore fully meet Step 1 at this outline stage.

Step 2: Improvements to the wider area where the improvements cannot be delivered in the immediate vicinity of the site or where they would provide greater benefits.

- 1.22 As the Applicant cannot fully meet Step 1 at this outline stage, we have given consideration to the requirements set out in Step 2 of the hierarchy.
- 1.23 Due to the Applicant not controlling any other land outside the Application site 'red line' that could accommodate further accessibility or environmental enhancements, they and the Council have worked collaboratively together (in accord with paragraph 2.9.5 of the SPD) to seek to identify an alternative proposal in line with the SPD. As part of this process, the Local Cycle and Walking Infrastructure Plan 2019 – 2029 (LCWIP) (extracts in Appendix 3) has been highlighted by the Council. Sections 5 and 6 of this Document, "Delivering the Cycle Network" includes a cycle network plan which in the vicinity of the Application Site identifies Broad Lane as a proposed neighbourhood cycle route.
- 1.24 The Applicant considers that the Broad Lane Neighbourhood Route identified within Local Cycle and Walking Infrastructure Plan could constitute "improvements to the wider area" that "would provide greater benefits".
- 1.25 Broad Lane is an existing rural road connecting the B5356 Grappenhall Lane in South Warrington with Grappenhall Village and the wider urban area of Grappenhall. It also provides a link between the B5356 Grappenhall Lane and Warrington's Greenway Network as defined under Policy DC3 – Green Infrastructure within the Local Plan; including connection to the Bridgewater Canal.



Proposed Strategic Cycle Network Plan (Extract from LCWIP)



Proposed Strategic Cycle Network Plan identifying location of proposed Broad Lane Neighbourhood Cycleway relative to the Application Site.

1.26 The document confirms that:

“The proposed cycle network aims to identify network development opportunities arising from planned developments and allocations within the Council’s Local Plan. It is envisaged that this plan will be integral in the negotiation of developer contributions for new walking and cycling infrastructure, as part of future developments in the Borough.”

6.3 Scheme Delivery

We will prioritise and focus on improvements that will help to enable cycling on journeys under 5km. These will help us to convert some of those car journeys that are less than 5km in length into cycle trips.

Excess road space for vehicular traffic suggests that the environment is for motor vehicles. In most locations, carriageway widths of 3.0m provide enough width for all general traffic to use lanes effectively. To successfully deliver the cycle network, reallocation of space may be necessary.

Typically this will involve one or more of the following:

- *Filtered permeability, e.g. road closures (with exemptions for pedestrians and cyclists);*
- *Removal of one or more general traffic lanes;*
- *Reduced width of general traffic lanes;*
- *Removal or relocation of car parking.*

The reallocation of road space from motor vehicles to active travel modes makes an important statement about the relative priority of different transport users.

We will work towards designing and implementing new infrastructure identified in the cycle network, with detailed design and route alignments taking account of public consultations as part of wider schemes.

A full feasibility study for each route will be needed to determine the precise interventions needed through the corridor, to define the exact routes and more accurate costings”.

- 1.27 The Applicant and Council have agreed that the reallocation of space away from the car to cycle, pedestrian and environmental enhancements along Broad Lane would provide accessibility and environmental enhancements that are not required by the Council to mitigate the impact of the Application proposals and would therefore properly constitute Green Belt compensation enhancements.
- 1.28 The Council have confirmed that Broad Lane has a grassed highway verge that could be converted into a shared footway/cycleway facility allowing improved access by active travel between the Six:56 Application site and the urban areas to the north as well as improving overall accessibility of land within

the Green Belt. The scheme would be delivered within the highway boundary with pinch points along the route, where the highway verge is restricted in width, potentially being addressed by carriageway narrowing; giving priority to pedestrians/cyclist movement and with vehicles giving way to oncoming vehicles.

- 1.29 No formal scheme for the works at Broad Lane has been drawn up but based on a pro-rata rate per linear metre of delivering similar footway/cycleway schemes within Warrington it is considered that a commuted sum of £2,452,250 would enable delivery of an appropriate scheme. An internal approval process would subsequently be required to formulate an appropriate scheme and offer the works to tender.
- 1.30 Officers have also stated that should excess funding be available, physical improvements to an existing Public Right of Way (PRoW), which runs between Cartridge Lane and the Bridgewater Canal and also forms part of the Greenway Network would also offer improved accessibility of land within the Green Belt.
- 1.31 Whilst the precise details and costing of any such neighbourhood cycle scheme would need to be the subject of a full feasibility study, this is exactly what is expected by the Local Cycle and Walking Infrastructure Plan for *“development opportunities arising from planned developments and allocations within the Council’s Local Plan”*.
- 1.32 The Broad Lane improvement strategy would be best placed to meet this requirement in relation to the Application proposals but an alternative strategy could also be identified by the Council within the “wider area”. Therefore, the Section 106 Agreement will name the Broad Lane strategy, but also indicate that other equivalent schemes in the wider area identified by the Council would be appropriate.
- 1.33 This step does not explicitly specify whether the strategy needs to be delivered by the Council or Developer. As the Broad Lane strategy is a Council led strategy and would be delivered within the existing adopted highway then the Council and Applicant have agreed that it would be best delivered by the Council. It “would provide greater benefits” than an on-site footpath along Bradley Brook and hence the Step 2 requirements are met.

Step 3: Financial contributions where this would help to ensure that the benefits of compensatory improvements can be maximised by providing them in a more appropriate location.

- 1.34 The Draft SPD confirms in paragraph 2.9.7 that financial contributions will be last resort and calculated on the basis of the amount of land being taken from the Green Belt and its agricultural land value at the time of the decision. The Council have confirmed that based upon their Local Plan Viability Assessment, agricultural value equates to £25,000 per hectare of the application site area. The Application site area is 98.09 hectares and hence the commuted sum would equate to £2,452,250.
- 1.35 The agreed approach between the Applicant and the Council is that the Section 106 Agreement includes provisions for the Applicant to pay to the Council the above sum for Green Belt Compensation. This is a hybrid approach to meet Local Plan Policy GB1 (11) and the stepped requirements of the Draft SPD in that it meets Step 2 “improvements to the wider area where the improvements cannot be delivered in the immediate vicinity of the site or where they would provide greater benefits” but will be delivered by the Council following the payment of a commuted sum paid by the Applicant.

Appendix 1 – NPPG Policy Extract

How might plans set out ways in which the impact of removing land from the Green Belt can be offset by compensatory improvements?

Where it has been demonstrated that it is necessary to release Green Belt land for development, strategic policy-making authorities should set out policies for compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land. These may be informed by supporting evidence of landscape, biodiversity or recreational needs and opportunities including those set out in local strategies, and could for instance include:

- new or enhanced green infrastructure;
- woodland planting;
- landscape and visual enhancements (beyond those needed to mitigate the immediate impacts of the proposal);
- improvements to biodiversity, habitat connectivity and natural capital;
- new or enhanced walking and cycle routes; and
- improved access to new, enhanced or existing recreational and playing field provision.

Paragraph: 002 Reference ID: 64-002-20190722

Revision date: 22 07 2019

How can the strategic policy-making authority ensure that compensatory improvements to the environmental quality and accessibility of the Green Belt will be secured?

Identifying the scope for compensatory improvements is likely to require early engagement with landowners and other interest groups, once the areas of land necessary for release have been identified. Consideration will need to be given to:

- *land ownership, in relation to both land that is proposed to be released for development and that which may be most suitable for compensatory improvements for which contributions may be sought;*
- *the scope of works that would be needed to implement the identified improvements, such as new public rights of way, land remediation, natural capital enhancement or habitat creation and enhancement, and their implications for deliverability;*
- *the appropriate use of conditions, section 106 obligations and the Community Infrastructure Levy, to secure the improvements where possible. Section 106 agreements could be used to secure long-term maintenance of sites.*

Paragraph: 003 Reference ID: 64-003-20190722

Revision date: 22 07 2019

02 Appendix 2 Local Plan SG04 – Statement of common Ground Warrington BC, Langtree Property Partners and Liberty Properties.

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Langtree Property Partners & Liberty Properties

South East Warrington Employment Area

Statement of Common Ground

August 2022



Signatures

1.1 This Statement of Common Ground has been prepared, agreed and signed by both parties.

Name	On behalf of	Signature	Date
Andrew Rose	Langtree Property Partners		15 August 2022
Phillip Morris	Liberty Properties		15/08/2022
Steve Park	Warrington Borough Council		15/08/2002

01 Introduction

Introduction

- 1.1 This Statement of Common Ground is a single document, which has been prepared, agreed and signed by Warrington Borough Council as local planning authority and Spawforths on behalf of Langtree Property Partners (Langtree) and Avison Young on behalf of Liberty Properties (Liberty).
- 1.2 This Statement of Common Ground focuses on delivery matters in relation to the South East Warrington Employment Area (Policy MD6).
- 1.3 Appended to the Statement of Common Ground is a delivery report and illustrative masterplan (Masterplan Development Framework) for the draft allocation. It is considered that this could provide the basis for the Development Framework as required in the draft allocation Policy. It should be noted that it has been provided for illustrative purposes at this stage and the Council has not formally agreed to the scope and content of the document.
- 1.4 This Statement of Common Ground sets out matters agreed by parties as summarised below.

02 Background

Site Context

- 2.1 The site is located in the North West of England, approximately 6km (3.5 miles) to the South East of the town of Warrington. The site is strategically located between the cities of Liverpool and Manchester on the Junction 20/20A/Junction 9 interchange of the M56 and M6 motorways, providing links to Lancashire, Staffordshire and Greater Manchester, Liverpool, Cheshire Birmingham and Yorkshire.
- 2.2 The site is located within the administrative boundary of Warrington Borough Council and the site is allocated for distribution and industrial uses (B8 and B2 and related ancillary uses) through Policy MD6 of the Updated Proposed Submission Version Local Plan (UPSVLP) 2021 (SP1)..
- 2.3 Policy MD6 states that the employment area will make a significant contribution to meeting Warrington's future employment land needs at both a local and strategic level. It will comprise large scale distribution, logistics, industrial uses and ancillary offices, benefiting from its accessibility to the motorway network.

Site Location and Description

- 2.4 The site relates to an area of land approximately 137 ha in extent. The site is bound by the B5356 Grappenhall Lane and the A50 Cliff Lane to the north and M6 motorway and slip road to the east. Appleton Thorn Trading Estate, Barleycastle Trading Estate and Stretton Green Distribution Park are located to the west and Bradley Brook runs eastwest through the site and forms part of the southern boundary along with the M56 motorway.
- 2.5 The site is predominantly farmland with a series of hedges and trees to field boundaries. Bradley Hall Farm consists of a farmhouse and a series of farm buildings as well as a further residential property. The site's context therefore is farmland surrounded by the Strategic Highway Network and adjacent industrial/logistic uses on the site boundary to the south, south west and east.

Planning History

- 2.6 The Six 56 site forms the northern portion of the South East Warrington Employment Area. A resolution to grant outline planning was approved at committee on 10th March 2022.

The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft²) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices), demolition of existing agricultural outbuildings and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to the M6 J20 dumbbell roundabouts and realignment of the existing A50 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.

- 2.7 Planning permission has been granted for the ecological mitigation measures for Six 56 (19/1685M), which is on land adjacent to the allocation in the Borough of Cheshire East.

- 2.8 The southern area of the site is controlled by Liberty Properties. Part of this land was the subject of a previous proposal for 59,010m² of logistics development (2017/31757 & 2019/34739). Although this scheme was supported by Warrington Borough Council, it was ultimately refused by the Secretary of State on 2 November 2020 following a public local inquiry held in October 2019.

03 Deliverability Information

Available

- 3.1 The site is principally controlled by Langtree and Liberty. There is a minor landowner to the south (Mr and Mrs Johnson) who have promoted their land for development and which is addressed in the Masterplan Development Framework. The South East Warrington Employment Area is therefore available for development within the plan period. The site can therefore be considered available for development now, in accordance with guidance.

Suitable

- 3.2 Warrington continues to be one of the UK's most successful economic engines and a driver of growth at the heart of the Northern Powerhouse. Warrington Means Business (2020) (EC7) the economic growth strategy for the Borough highlights that Omega, Gemini, Woolston and Birchwood are major successes as employment areas – however, these sites are almost nearing completion and there is a realisation that Warrington will run out of suitable new sites for business development.
- 3.3 The submission draft Local Plan therefore identifies large scale sites to meet the future identified employment land needs as the need is for logistics and storage and distribution, which have specific site requirements.
- 3.4 The suitability of the site is supported by Warrington Council's evidence, in particular its Economic Development Needs Assessment (EDNA) 2021 (EC2). This identifies the locational needs of the B8 strategic sector as being in South East Warrington, with the individual sites within the allocation assessed as 'A+ / B+' - the highest graded in meeting strategic and local needs respectively.
- 3.5 The EDNA is clear that any new warehouse and distribution sites should be able to accommodate large regional and national production/distribution facilities of 5-10 ha in size and equally be able to accommodate the very largest logistic operators.
- 3.6 The South East Warrington Employment Area has all the attributes and fully meets the locational requirements of B8/Logistics operators. It lies within one of the UK's most efficient locations for this sector, in close proximity to the strategic motorway network and the M56/M6 Interchange. It is also midway between Liverpool and Manchester and within 10 miles of Manchester Airport and presents an excellent opportunity to become a major Northwest logistics location.

Achievable

- 3.7 The attached Masterplan Development Framework summarises the technical work undertaken to date, including the planning application for Six 56.

- 3.8 The technical area summaries include: transportation & highways, ground conditions, ecology, landscape, heritage, flood risk and drainage, energy, noise and air quality and utilities.
- 3.9 Development of the site is dependent on a range of new and improved infrastructure as set out in the allocation policy.
- 3.10 It has shown that there are no known constraints, which could not be suitably mitigated and that would prevent this site coming forward within the plan period. As such, the development of the site, as shown within the indicative masterplan, is considered achievable.
- 3.11 It is considered that this could provide the basis for the Development Framework as required in the draft allocation Policy. The Council is committed to working with the developers to ensure the comprehensive development of the allocation as a whole.

Deliverable

- 3.12 The site is available, suitable and achievable and is principally controlled by two developers (Langtree and Liberty). There is strong market demand for the employment land and built accommodation. The Council's Local Plan Viability Assessment has demonstrated that the site is viable, taking into account the infrastructure and policy requirements set out in the allocation policy.
- 3.13 The site is therefore deliverable, in accordance with guidance.

04 Modifications proposed by WBC

- 4.1 The Council has proposed selected modifications to Policy MD6 which are set out within the Council's Matters Statement for Matter 6f. These relate to Compensatory Green Belt improvements; mitigation of impacts on Holcroft Moss within the Manchester Mosses SAC; and in respect of including omission site 51 within the allocation. The extent to which these are agreed is outlined below.
- 4.2 The Principal Landowners (Langtree and Liberty) have no objection in principle to the proposed modification relating to Compensatory Green Belt improvements.
- 4.3 The Principal Landowners reserve the right to comment on the proposed change to the Green Belt boundary to include Omission Site 51 within the allocation, as they have seen no details of the landowner's intentions for that land, beyond their representation seeking to include their land within the allocation. The Principal Landowners note the Council's qualifications set out in the Council's Matters Statement regarding demonstrating appropriate access arrangements and the SA/SEA process.
- 4.4 The Principal Landowners are aware of a potential change relating to Holcroft Moss and will consider it once the proposed modification wording has been provided by the Council and the Council's updated HRA has been published. The Principal Landowners reserve the right to comment on the soundness of this modification at the appropriate stage in the Examination.

05 Conclusion

- 5.1 Based on the stated areas of common ground, Warrington Borough Council and the Principal Landowners (Langtree and Liberty) agree that the South East Warrington Employment Area site (Policy MD6) is available, suitable and achievable and therefore deliverable, in accordance with the requirements of national policy and guidance.

Appendix 1: Masterplan Development Framework

South East Warrington Employment Area

Masterplan Development Framework

Langtree | Revision A | July 2022



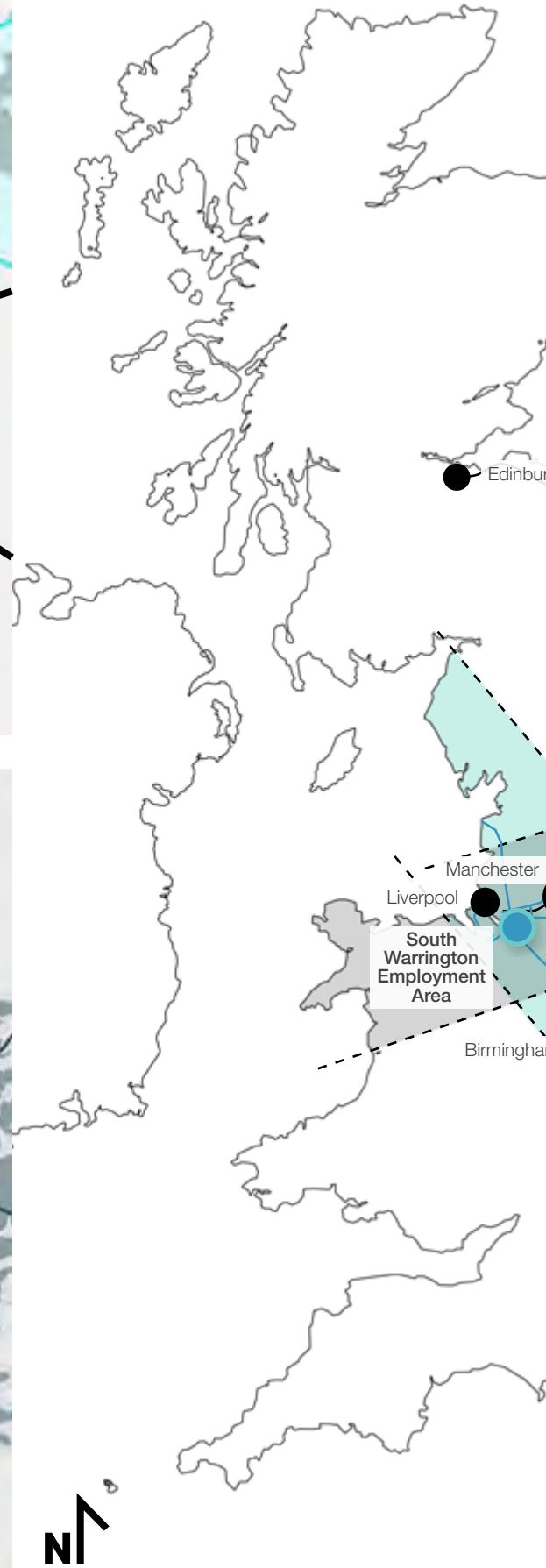
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Site Location and Description

The site is located in the North West of England, approximately 6km (3.5 miles) to the South East of the town of Warrington. The site is strategically located between the cities of Liverpool and Manchester on the Junction 20/20A/Junction 9 interchange of the M56 and M6 motorways, providing links to Lancashire, Staffordshire and Greater Manchester, Liverpool, Cheshire Birmingham and Yorkshire.

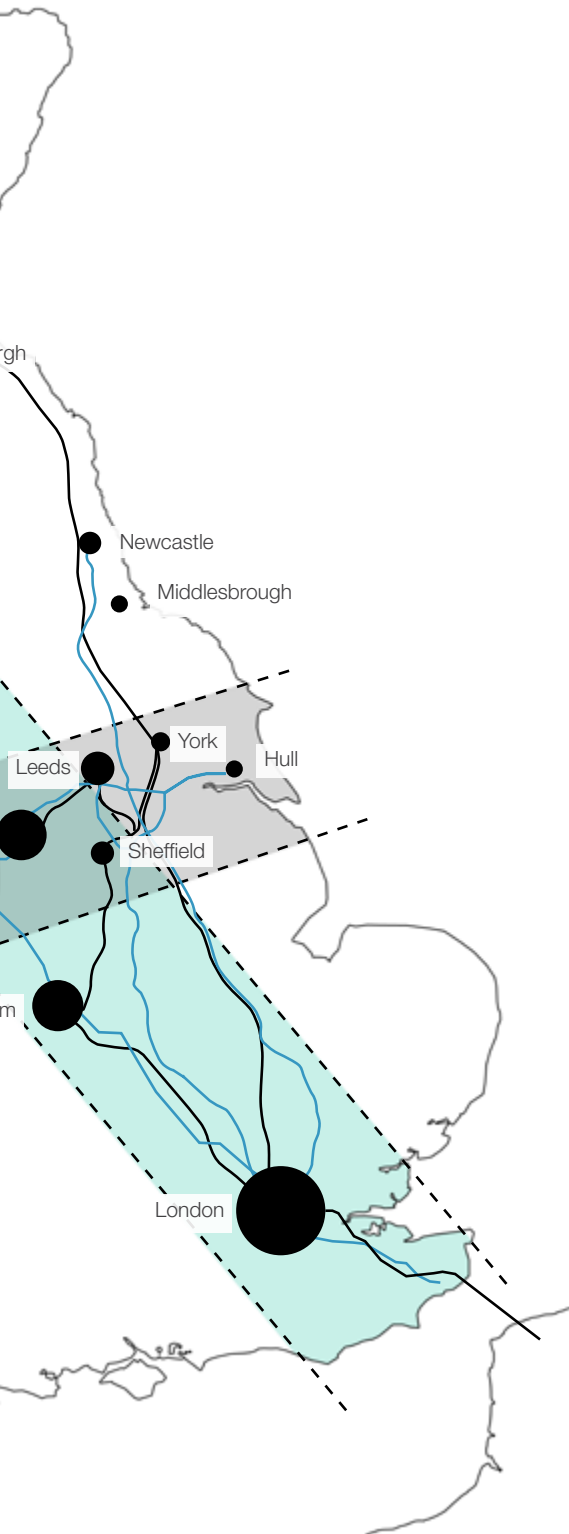
The site is being promoted by Langtree Property Partners (Langtree) and Liberty Properties (Liberty). Langtree is a successful commercial property company, active in property management, development, investment and public/private property partnerships across the UK. Liberty has been active for over 30 years and is a specialist in commercial and industrial property development.

This Masterplan Development Framework shows that the comprehensive delivery of the South East Warrington Employment Area can be delivered in accordance with Policy MD6 of the submission draft Local Plan. This report will analyse and summarise the technical assessments undertaken on the site and explain the site's availability, suitability and achievability and therefore deliverability in the context of the National Planning Policy Framework.

The site relates to an area of land approximately 137 ha in extent. The site is bound by the B5356 Grappenhall Lane and the A50 Cliff Lane to the north and M6 motorway and slip road to the east. Appleton Thorn Trading Estate, Barleycastle Trading Estate and Stretton Green Distribution Park are located to the west and Bradley Brook runs eastwest through the site and forms part of the southern boundary along with the M56 motorway.

The site is predominantly farmland with a series of hedges and trees to field boundaries. Bradley Hall Farm consists of a farmhouse and a series of farm buildings as well as a further residential property.

The site's context therefore is farmland surrounded by the Strategic Highway Network and adjacent industrial/logistic uses on the site boundary to the south, south west and east.



Nationally Strategic Location

Overview of Proposals

SIX 56 WARRINGTON M6 J20/M56 J9

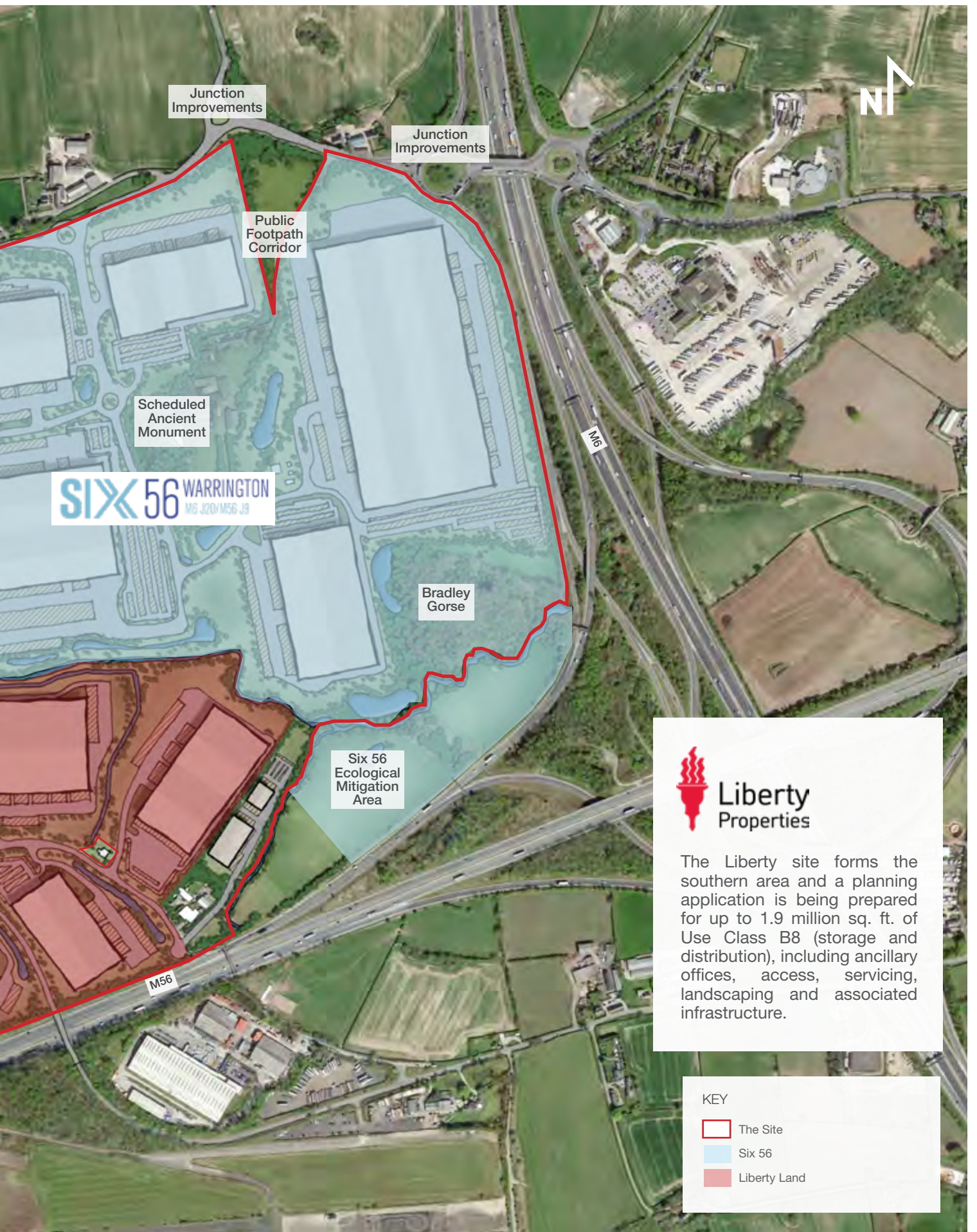
The Six56 site forms the northern portion of the South East Warrington Employment Area. A resolution to grant outline planning was approved at committee on 10th March 2022

'The outline application (all matters reserved except for means of access) comprises the construction of up to 287,909m² (3,099,025ft²) (gross internal) of employment floorspace (Use Class B8 and B1(a) offices), demolition of existing agricultural outbuildings and associated servicing and infrastructure including car parking and vehicle and pedestrian circulation, alteration of existing access road into site including works to the M6 J20 dumbbell roundabouts and realignment of the existing A50 junction, noise mitigation, earthworks to create development platforms and bunds, landscaping including buffers, creation of drainage features, electrical substation, pumping station, and ecological works.'

Ecological
and
Drainage
Corridor



Appleton
Thorn
Trading
Estate



The Liberty site forms the southern area and a planning application is being prepared for up to 1.9 million sq. ft. of Use Class B8 (storage and distribution), including ancillary offices, access, servicing, landscaping and associated infrastructure.

KEY

- The Site
- Six 56
- Liberty Land

Masterplan Development

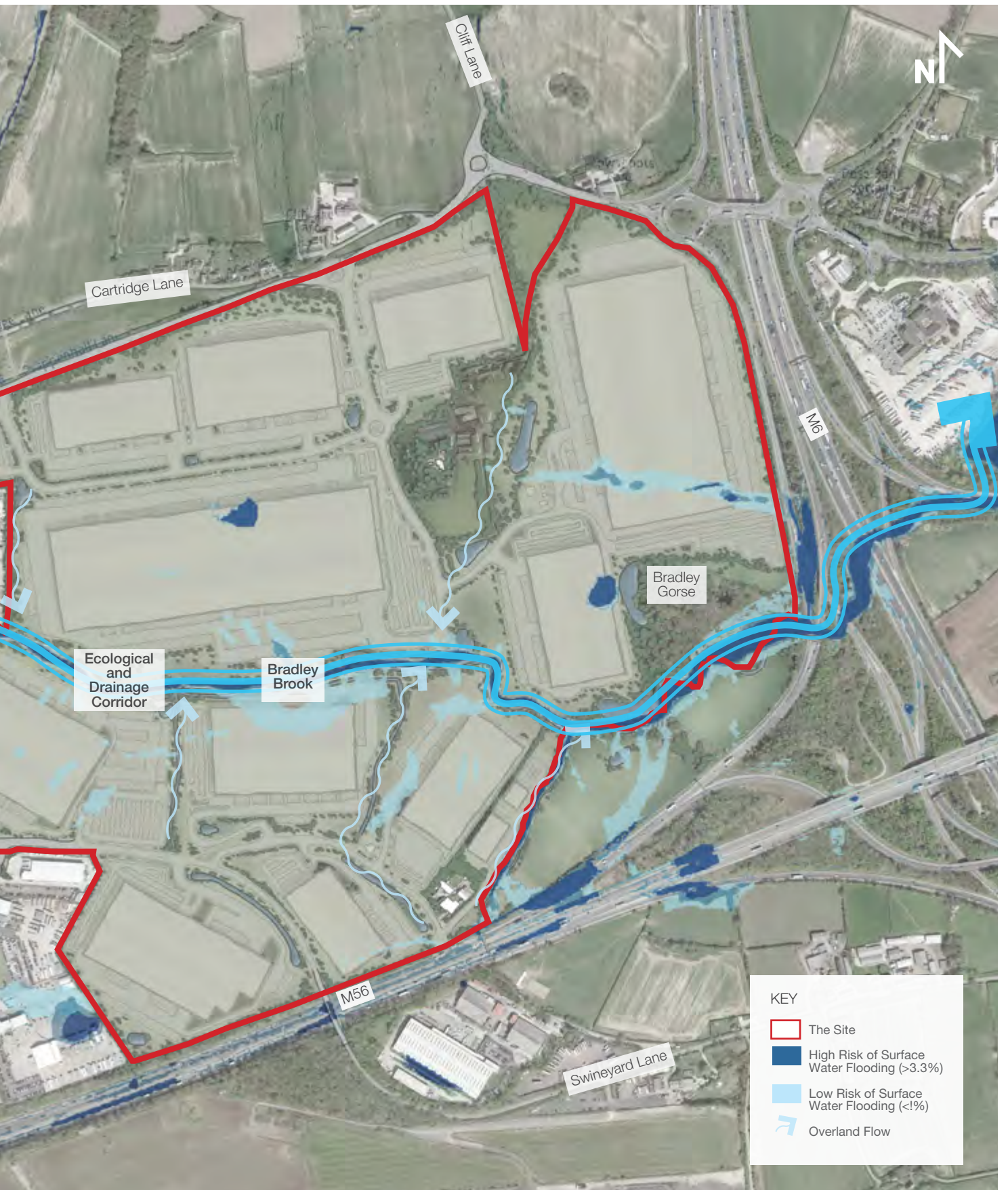
Flood Risk and Drainage

The South East Warrington Employment Area is at low risk of flooding. The site is in Flood Zone 1. The flood risk to the development land from surface water flooding is mostly very low. Although land adjacent to Bradley Brook is higher risk, this does not significantly encroach upon either Six 56 or the Liberty Land.

The surface water drainage strategy involves multiple discharge points into Bradley Brook at greenfield run-off rates. Detention basins and surface water features would also form part of the attenuation. Sustainable Drainage (SuDS) would be used to improve water quality prior to discharge by removing pollutants and solids.

In summary, the Flood Risk Assessment and Drainage Strategy for the site is consistent with the National Planning Policy Framework and there are no flood risk or drainage constraints which would prevent the delivery of this site for employment purposes.





Ecology and Nature Conservation

Ecological investigations have identified no statutory designated sites likely to be directly or indirectly affected by the operation of the proposed development within close proximity.

The site has a number of habitats, which are primarily arable land and improved grassland. There are a number of other habitats, including scattered trees and hedgerows, scrubland, buildings/hardstanding, ponds and a watercourse, all of which are considered to be of negligible site or local importance.

As part of the Six 56 proposals, planning permission has already been granted by Cheshire East Council for the provision of an ecological mitigation area (approximately 9 ha in size), adjacent to the Six 56 land, which will help to mitigate the loss of habitat.

The scheme will aim to achieve a Biodiversity Net Gain through on-site and off-site compensation and a Construction Ecological Mitigation Plan will be prepared for each phase of the development.

In summary, no technical constraints have been identified to the delivery of this site in relation to ecological matters, and mitigation measures and enhancement opportunities can be used to offset potential impacts on nature conservation receptors. Therefore, there are no ecological constraints that prevent the delivery of this site for employment purposes.





Landscape and Visual Impact Assessment

The site is not within a designated landscape and its immediate surroundings, although relatively rural, are characterised predominantly by large scale industrial development, particularly to the west and south of the site. Vegetation around the site partially screens the M6 and M56 motorways.

Although the development of the site will result in the loss of agricultural land, existing landscape features including trees, hedgerows, watercourses and field ponds would be retained within landscape corridors, wherever possible.

The landscape masterplan for the scheme will incorporate areas of tree planting around the perimeter of the proposed development where required.

In summary, there are no landscape constraints that will prevent the site from being delivered for employment purposes.





Traffic and Transport

Warrington Borough Council have undertaken a robust traffic & transport assessment to understand the South East Warrington Employment Area using the Warrington Multi Modal Transport Model. This assessment helped to inform a traffic & transport mitigation strategy for the proposed development allocation. It is considered that once mitigation measures are implemented, no unacceptable traffic & transport impacts are predicted.

The traffic & transport mitigation proposals for the South East Warrington Employment Area include:

- Relocation of the A50 Cliff Lane roundabout to enhance the storage capacity of the link between the roundabout and the motorway.
- Full signalisation of the new realigned A50 Cliff Lane roundabout with widening of all approach arms.
- Widening of the A50 link between the A50 Cliff Lane roundabout.
- Partial signalisation of the two M6 J20 dumbbell roundabouts.
- Widening of the M6 Northbound off-slip.
- Widening and improvement of the circulatory carriageway on the two M6 J20 dumbbell roundabouts.
- Improvements to Barleycastle Lane, including road widening to improve safety and visibility, and the creation of a new 3m wide shared cycle/footway.
- Improvements to pedestrian and cycling infrastructure, including a contribution towards the

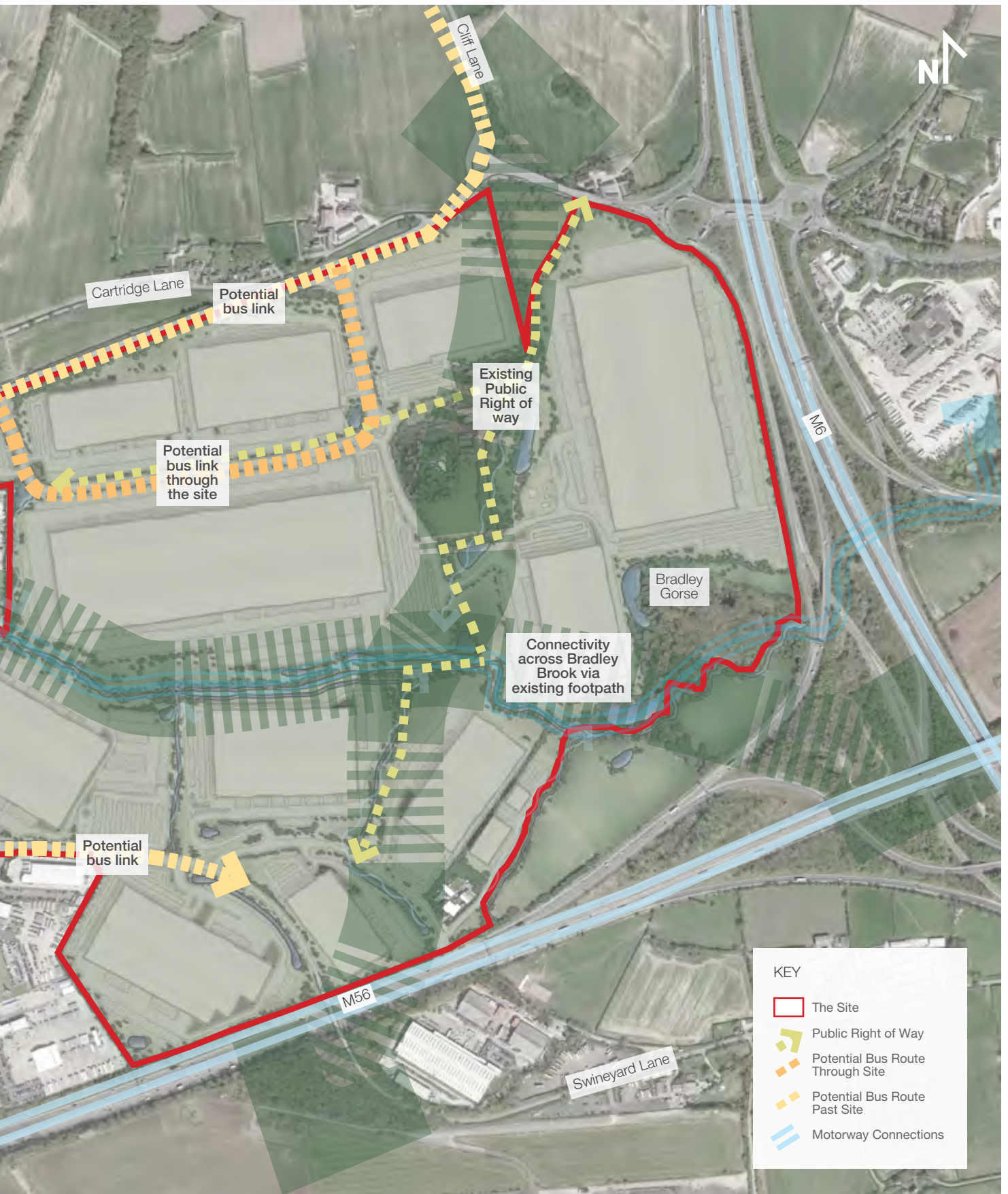
improvement of public footpaths/cycleways between Barleycastle Lane and Grappenhall Lane.

- Improvements to sustainable transport links, including new bus services linking the new employment opportunities to other parts of Warrington.
- Implementation of a signage scheme to minimise the likelihood of errant HGV drivers taking inappropriate routes on the local highway network.
- Potential integration with the town's emerging electric bus fleet, car clubs and car sharing.
- Provision of facilities for micro-EV, EV charging and bike parking.
- Preparation of Travel Plan.

All access points into the development will be designed to facilitate safe and efficient access by all modes, consistent with all applicable Standards.

In summary, with regards to transport accessibility and sustainability, the South East Warrington Employment Allocation traffic & transport proposals represent "sustainable development" consistent with national policy and guidance.





Air Quality and Dust

Air Quality across the Borough is generally considered to be good and meets all the national standards, however there are some areas of slight exceedances which coincide with areas closest to major roads and these have been declared Air Quality Management Areas (AQMAs).

The South East Warrington Employment Area is located partly within the Motorway AQMA, which encompasses the southern and eastern edges of the site. There are a limited number of sensitive receptors in the motorway AQMA and the proportion of traffic associated with the proposal is a minor proportion of the total motorway volume.

Furthermore the transition nationally to electric vehicles and future reduction in vehicle emissions is resulting in improved air quality conditions.

The site therefore would not have significant impacts in air quality terms and air quality can be controlled by a Construction, Highways and Environmental Management Plan (CHEMP).

Therefore, there are no air quality matters that preclude the development of this site for employment uses.





Cultural Heritage and Archaeology

Warrington Borough Council has prepared a Heritage Impact Assessment for the site. Historic England supports the proposed policy MD6 and Heritage Impact Assessment. A scheduled monument is located within the site, which is the buried earthworks of a medieval moated site for a medieval manor house. The proposed development includes a 30m buffer zone around the scheduled monument. There is also a non-designated agricultural barn, which if demolished would need to be recorded.

There are several listed buildings located close to and within the southern part of the site, including Beehive Farmhouse, Booths Farm Farmhouse/Shippon, Barleycastle Farmhouse and Tanyard Farmbuilding. Mitigation measures including landscaping will be employed at the detailed design stage to minimise the impact of the proposed development on these heritage assets.

The masterplan has been evolved to incorporate design measures and respect these heritage assets. In summary, there are no insurmountable heritage constraint to delivering the site for employment purposes.





KEY

- The Site
- Scheduled Monument
- Grade II Listed Building
- Grade II* Listed Building

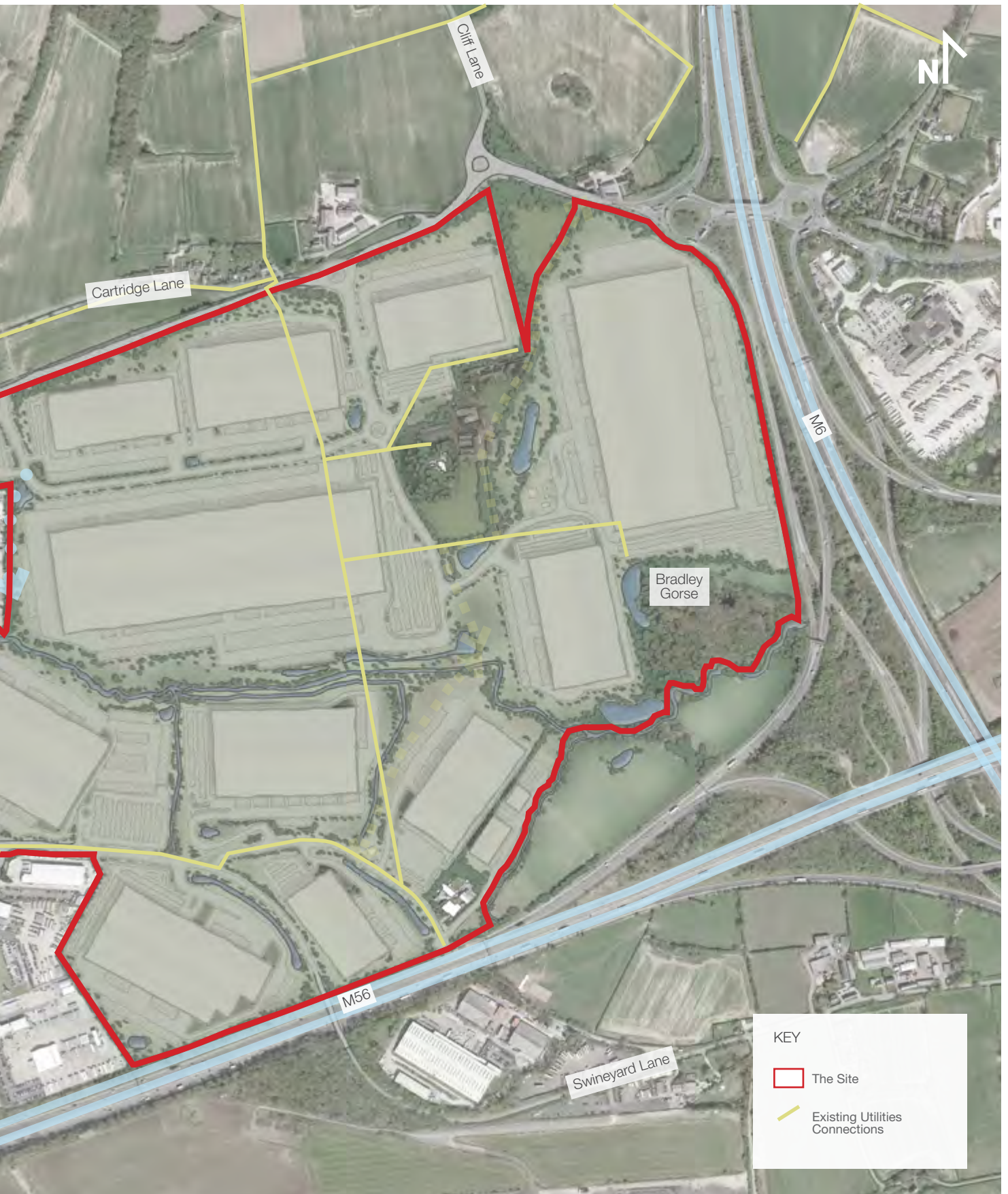
Utilities

The potential of existing infrastructure on site has been explored and relevant asset owners have been consulted. None were found to present a constraint to the development. All utility infrastructure has been accounted for in the development of the masterplan.

There are no known utilities passing through the site such as electricity cables, telecommunications cables, water mains or gas mains which could present a constraint to development or which could not be diverted as part of the masterplan. The development will require reinforcement of existing utilities but from an availability perspective the land is very well served by all necessary infrastructure, services and utilities.

Therefore, there are no utility constraints that preclude the development of the site for employment purposes.





Energy and Climate Change

The Energy Strategy will promote low carbon design through passive design, energy efficiency measures, and design features for future installation of renewable and low carbon design. The building design will promote the potential incorporation of renewable and low carbon technology solutions to further reduce carbon emissions of the development.

A key aspect of the strategy is to consider the flexibility for future tenants and end users and to promote systems and technologies that match their energy use. The approach to energy includes anticipated energy demands and subsequent carbon emissions, the consideration of Whole Life Carbon, which includes reducing the embodied carbon in the design of buildings.

The site's location and proximity to local workforce and significant customer base within a 45 minute drive time also supports the use of electric vehicles for deliveries, and electric vehicle charging points will be delivered as part of the development. Having regard to the accessibility credentials of the site, current commuting patterns and the availability of a local labour force, the development will provides an opportunity for Warrington residents to work closer to home and a subsidised bus scheme will be provided along with enhancements to the pedestrian and cycle network.

Therefore, the proposed development is consistent with national policy and guidance with regard to energy and climate change.





KEY

 The Site

Ground and Contamination

The proposed development will not have any significant effects on geo-conservation sites, geo-hazards or mineral extraction works as none are present at, or near to the site. In view of the fact that the proposed development will not introduce contaminative land uses or activities to the land, it is not anticipated that the development will give rise to significant contamination effects on the land.

The site's geology comprises a downward sequence of topsoil overlying Glacial Till rested on weathered Bollin Mudstone Member. The key surface water features include the Bradley Brook. Neither the Glacial Till nor the Bollin Mudstone Member are considered to be sensitive receptors due to their low permeability characteristics.

Therefore, there are no ground condition matters that preclude the development of this site and the site is suitable for its proposed future use.





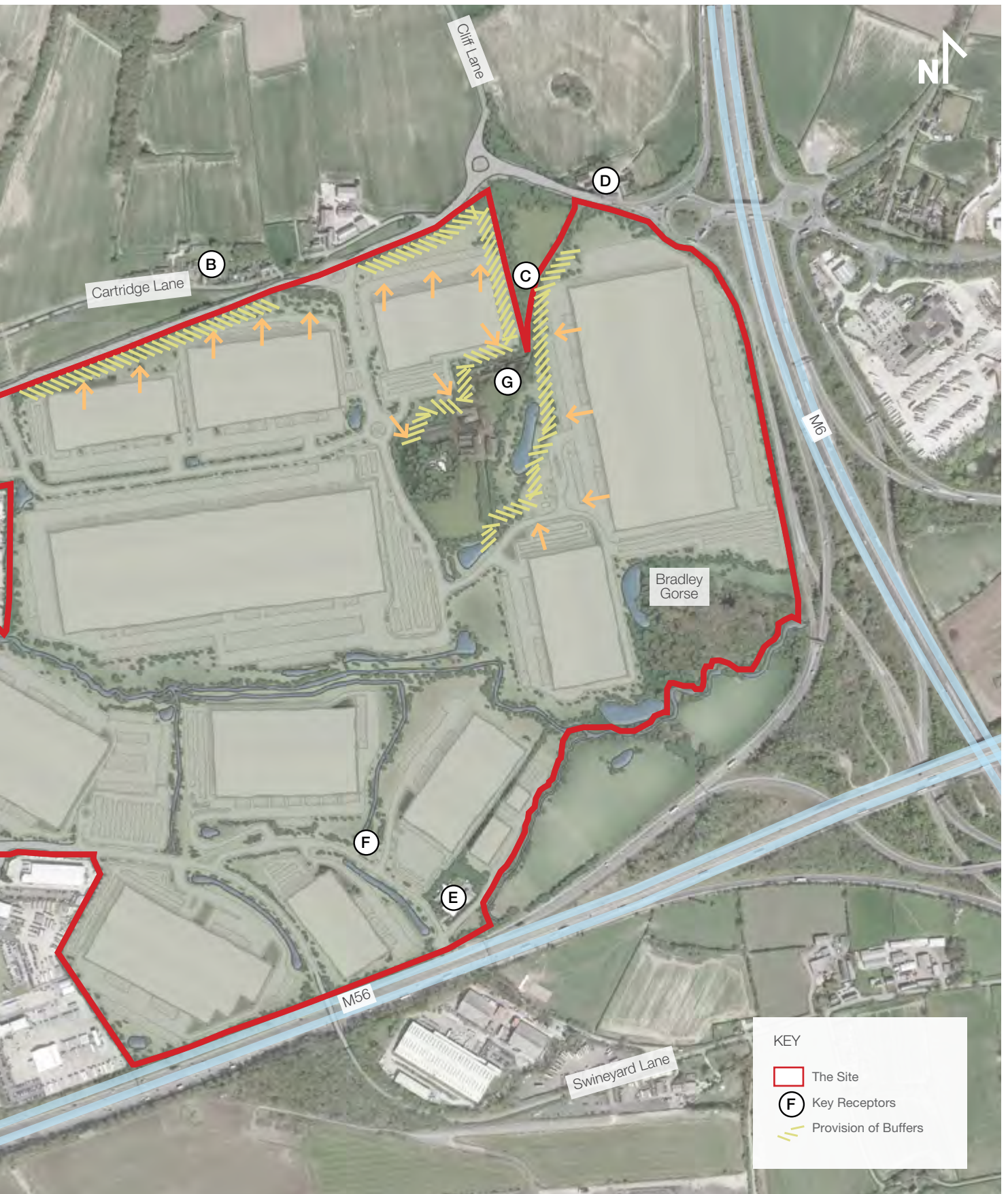
Noise

The proposed development has the potential to generate noise during site preparation, construction and operation. To understand how noise generated by the proposals may affect the surrounding environment a baseline noise survey has been undertaken at the nearest sensitive receptors to the site. The noise survey confirms that existing conditions are characterised by road traffic on the M56 and M6 motorways, as well as from frequent heavy goods vehicles on local roads and commercial premises.

Construction noise and vibration effects will be assessed using relevant standards and guidance, with the significance of any impacts identified. For the operational assessment, global noise limits will be determined for fixed plant and site operations at the nearest sensitive receptors using relevant standards and guidance. The control of construction noise and vibration will be addressed by an appropriate Construction Environment Management Plan. The masterplan includes inherent mitigation in the form of building orientation, location of serving areas and bunding.

Therefore, there are no noise and vibration matters that will prevent the site from being delivered for employment purposes.





Green Belt Compensation

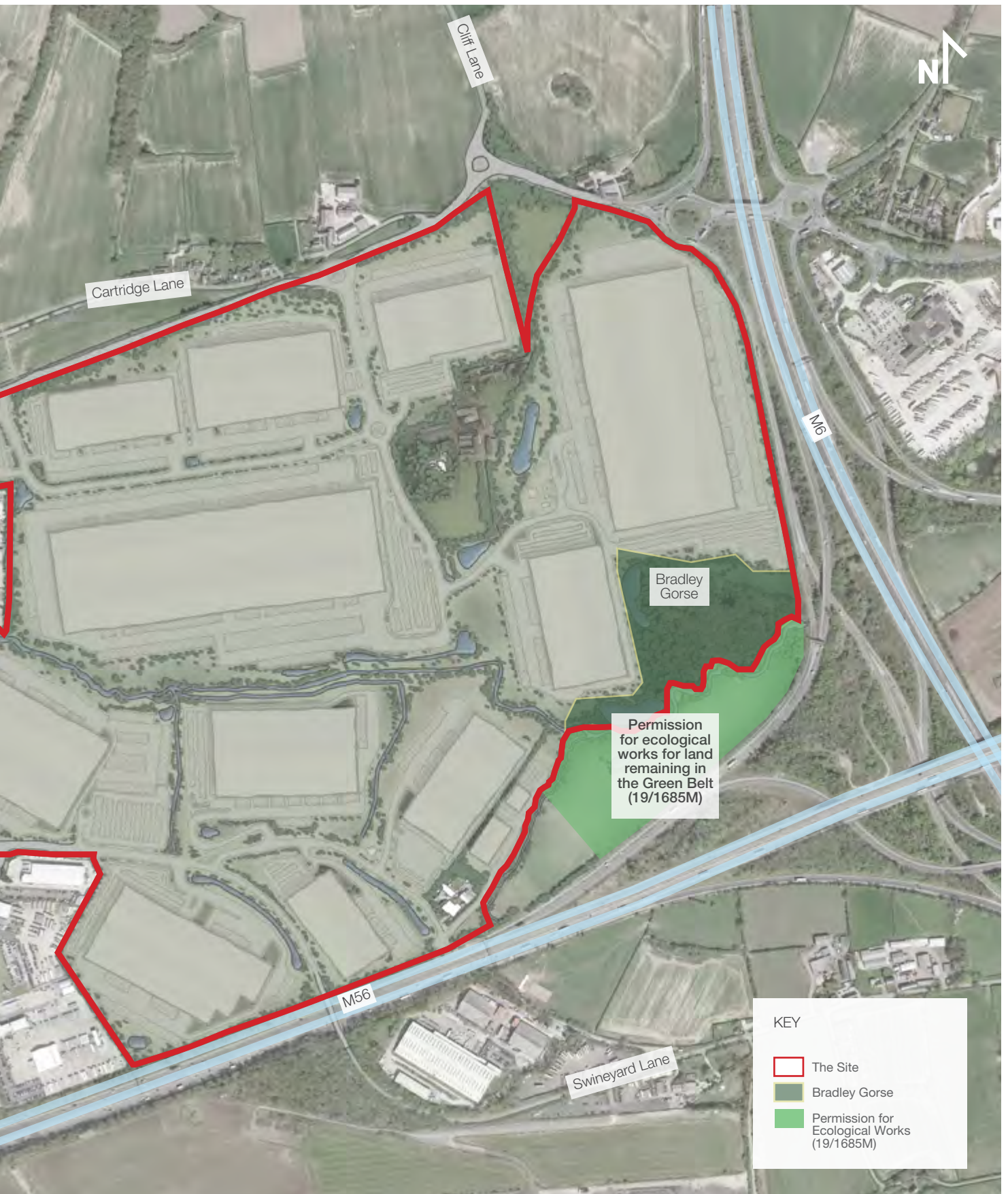
The National Planning Policy Framework states in paragraph 142 that when removing land from the Green Belt compensatory improvement measures should be set out for the environmental quality and accessibility of remaining Green Belt land. In accordance with this policy and guidance, Liberty and Langtree will provide Green Belt compensatory measures.

Langtree has been granted planning permission for ecological works for land remaining in the Green Belt (19/1685M). This is circa 9ha in size and will enhance the land and provide biodiversity and habitat improvements and could also include a circular walking route. This is on land adjacent to the allocation within Cheshire East and provides Green Belt compensatory improvements, in accordance with the Framework.

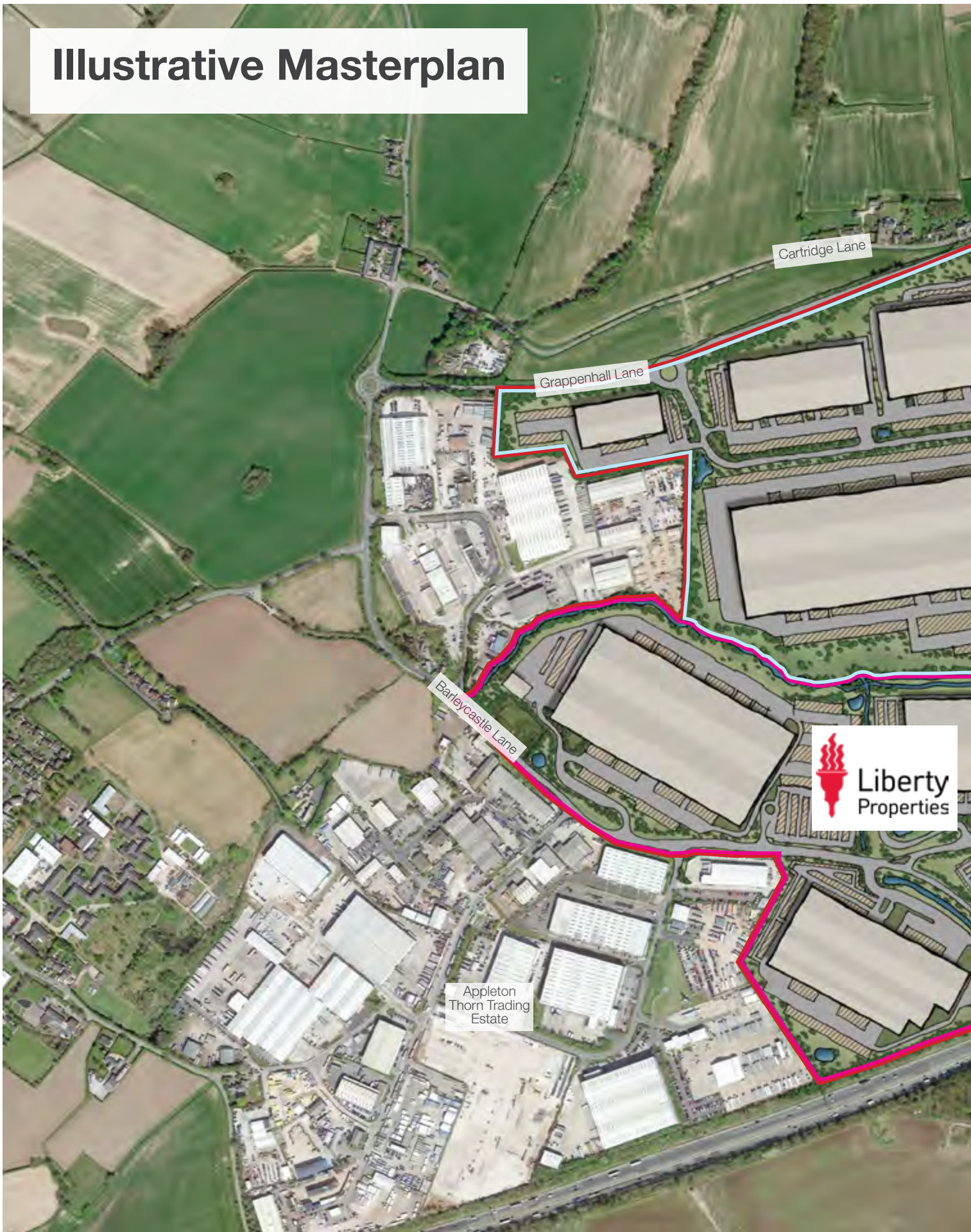
Furthermore, there will be enhanced footpath connectivity through the site, which will enhance the accessibility of the Green Belt beyond the proposed scheme. This connects with pedestrian and cycle improvements on Grappenhall Lane to the north which is in the Green Belt.

Liberty has agreed to work with the Council on Green Belt compensatory measures in line with the requirement of Policy MD6. A detailed scheme of measures to meet this target would be provided as part of any future planning application. Liberty has control and access to land in the area, which will enable appropriate Green Belt compensatory measures to be delivered either in whole or with financial contributions to deliver additional off-site improvements.





Illustrative Masterplan





Delivery

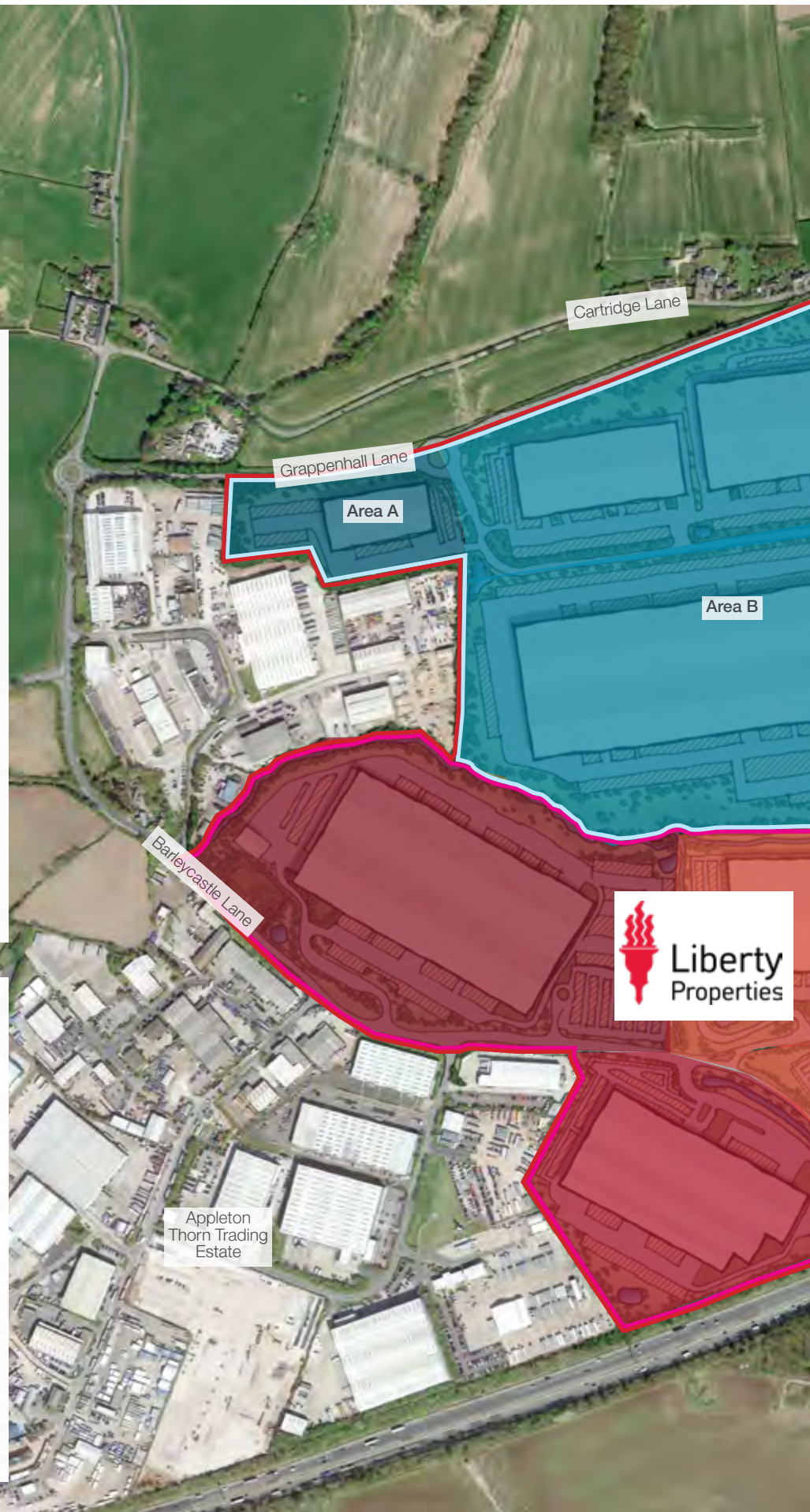


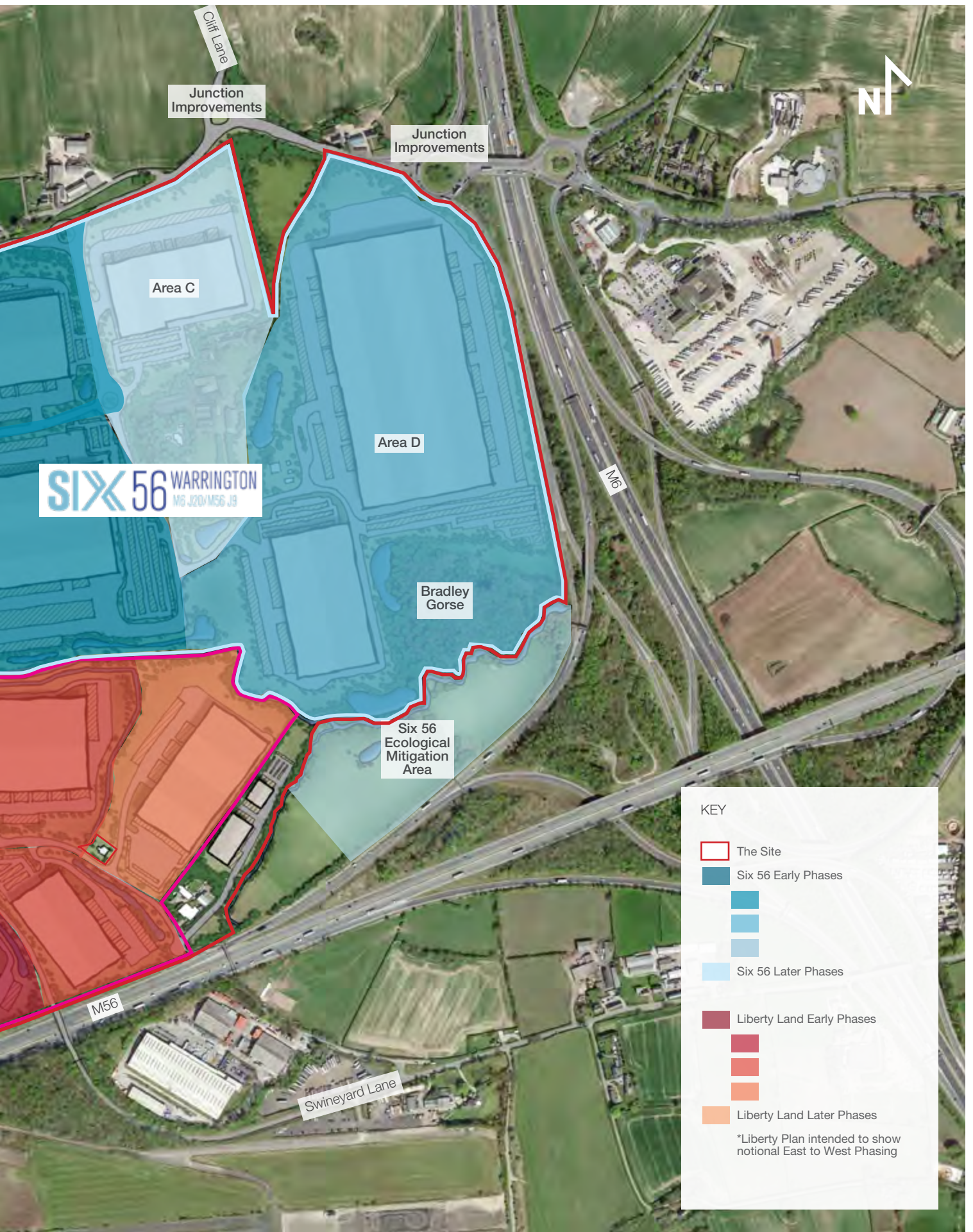
Given significant market interest, Liberty is proposing to develop the land it controls for circa 1.9 million sq.ft. (176,516 sq. m.) Use Class B8 (storage and distribution).

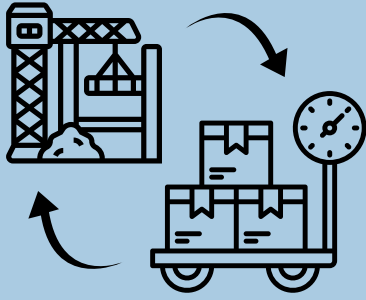
Liberty has entered into a Planning Performance Agreement with the Local Planning Authority in respect of proposals and has held several pre-application meetings. Liberty is in the process of preparing an outline planning application, which it intends to submit once further progress has been made on the Local Plan.



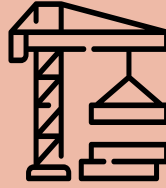
A resolution to grant planning permission was received on 10th March 2022 at planning committee. The application has been referred to government who are currently considering it subject to this outcome it is currently anticipated that development would commence in Area 1 which will deliver the highway improvements and the bus link through the site. The scheme will then progress anti-clockwise through Areas 2-4.







A significant number of jobs (on-site and off-site) would be created during both the construction and operational phase of the proposed development. Further multiplier effects are also likely to arise.



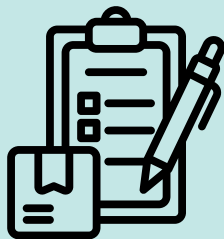
The economic impact of the construction phase is expected to be significant. It is envisaged during construction the allocation could provide numerous opportunities for new trainee placements as well as employment opportunities for residents living nearby in deprived communities.



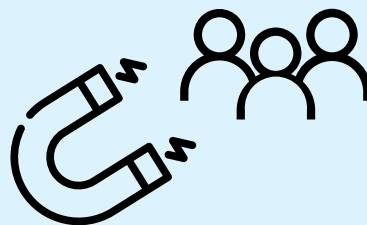
Around a quarter of all jobs provided by the development can be categorised as 'high skilled' (such as managers and directors, analysts, programmers and software developers) – so the development will create both entry level and higher skilled positions.



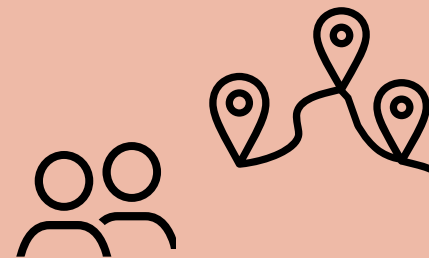
The logistics sector is the largest contributor of GVA in Warrington. The proposed development of the allocation would further enhance the area's reputation as a major logistics hub, thus helping to unlock further investment in this area.



The logistics sector is recognised as a key driver of future growth in the local economy with initiatives such as the Atlantic Gateway aiming to invest up to £14bn along the corridor between Greater Manchester and Merseyside.



Warrington has a rapidly aging population and the additional opportunities created by the development would help to retain and attract young people, which is essential if the local economy is to continue to grow.



The allocation will offer accessible routes into work for those who are currently unemployed. The proposed development would create a significant number of entry level positions which, with the

Conclusion

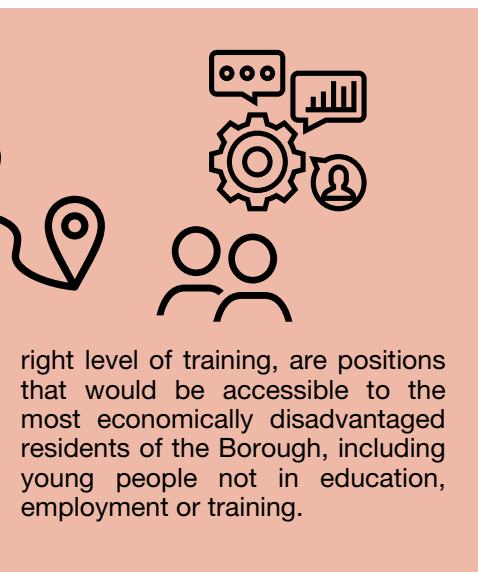
This Masterplan Development Framework has shown that the site is available, suitable and achievable and therefore deliverable in accordance with the National Planning Policy Framework and PPG. The site is controlled by Langtree and Liberty each of whom can deliver their respective elements in accordance with this comprehensive masterplan framework. The South East Warrington Employment Area is therefore available for development within the plan period. The site is a logical scheme reinforcing the role of Warrington in the North West region for strategic employment opportunities.

The technical work undertaken to date in respect of highways, ground conditions, ecology, landscape, heritage, flood risk and drainage, energy, noise and air quality and utilities has influenced the indicative masterplan. It has also shown that there are no known constraints, that could not be suitably mitigated, that would prevent this site coming forward within the plan period. As such, the development of the site, as shown within the indicative masterplan, is considered achievable.

The indicative masterplan shows how an employment scheme can be accommodated within the site, alongside green infrastructure, landscaping and drainage features. It has been shown that the site can deliver a flexible and phased approach to delivering a strategic employment site for Warrington and the region.

It has also been shown that the site would be suitable for development. The site has been reviewed against the National Planning Policy Framework and the criteria for allocating sites. It has therefore been shown that the site is available, suitable and achievable and therefore it is considered that the site is deliverable, in accordance with national planning policy and guidance and can meet the submission draft Local Plan MD6 requirements. It is also attractive to the market and is deliverable within the plan period.

Langtree and Liberty are keen to deliver this significant opportunity which has substantial economic, social and environmental benefits for the local people and sub-region.

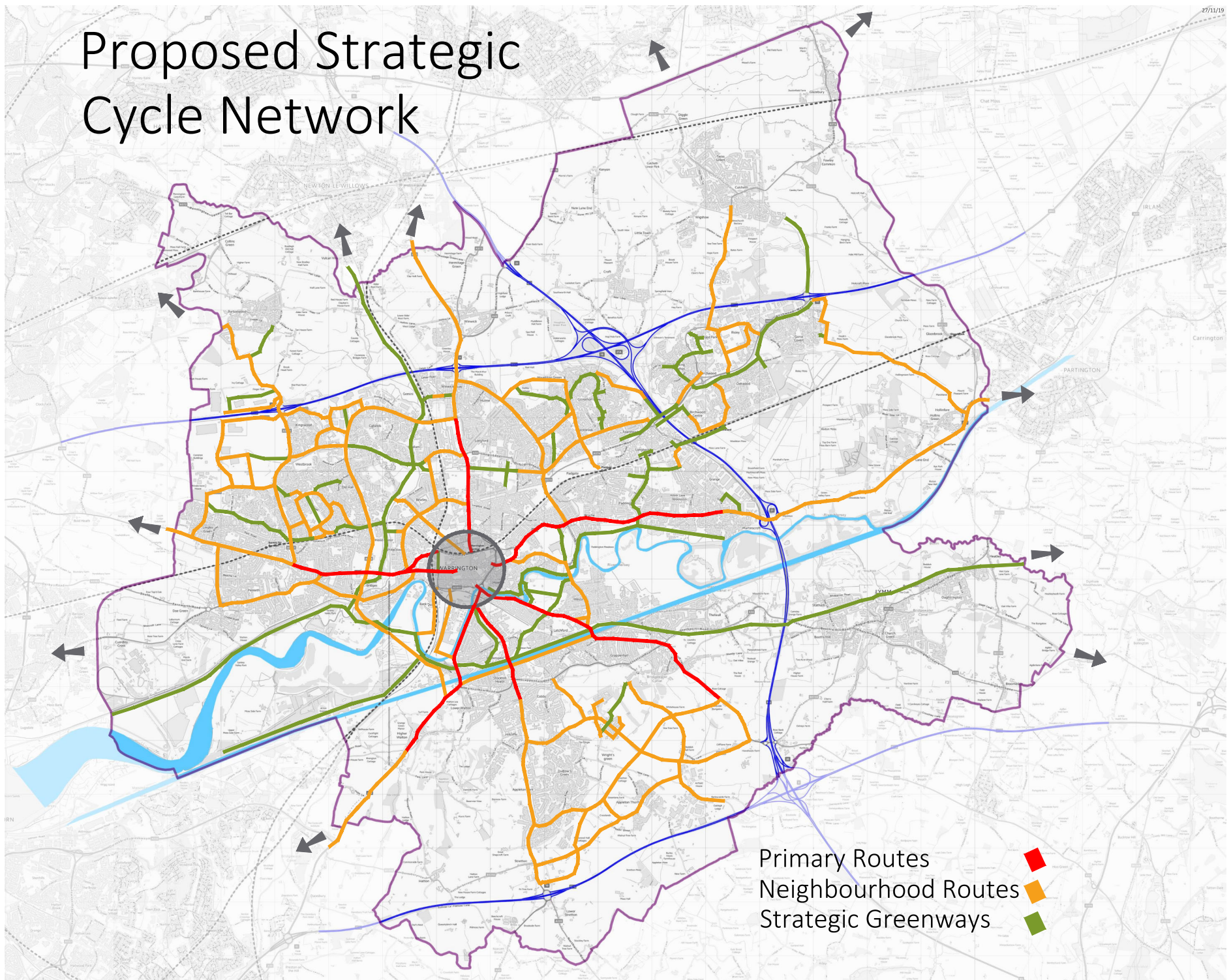


right level of training, are positions that would be accessible to the most economically disadvantaged residents of the Borough, including young people not in education, employment or training.



Appendix 3 Local Cycle and Walking Infrastructure Plan (Extracts)

Proposed Strategic Cycle Network





If a street does not feature on the network, it does not mean it is unsuitable for cyclists. Most local trips, whether kids riding to school or people having a potter on their bike to the shops, could be made within low traffic and liveable neighbourhoods.



As well as strategic routes between different areas of Warrington, local networks serving neighbourhoods will be a critical part of our cycle network.

Many of our residential streets were laid out before cars came to dominate the roads and were not intended to carry heavy through traffic. Heavy traffic kills social interaction and we will promote schemes to put the ‘right traffic on the right roads’.

In Warrington certain streets have been closed to through traffic for decades, resulting in better quality of life for residents and enabling walking and cycling. There are however many more neighbourhoods in Warrington which should be very lightly trafficked and benefit from low speeds.

A “mesh” of quiet streets will provide the glue between the aforementioned three part route hierarchy and allow people to make direct, safer and comfortable routes to their destinations. Low traffic neighbourhoods are key to ensure that people can cycle safely from their front door to where they want to go.

Removing rat running (non-local traffic which permeates through residential areas in order to save time by cutting out congested main roads or junctions) is a key part of creating low traffic neighbourhoods and conditions that are conducive to people walking and cycling. In most instances, making an area more attractive for cycling doesn’t need to exclude cars but should reduce their dominance.

These low traffic neighbourhoods will utilise quiet streets, cut-throughs (e.g. cycle bypasses or traffic-free areas) and most will initially require relatively inexpensive intervention.

Some will however require interventions including reducing traffic volumes or speeds on roads and the provision of filter points, which allow for movement of people walking or on bike but do not allow through motor traffic.

We will implement an active programme of restricting rat-running through residential areas. Traffic travelling through the area should be kept on main roads instead. It sounds like a radical ask – but it’s common sense. We will create networks of quieter streets where children play out, neighbours catch up, air pollution is lower, and walking and cycling are the natural choice for everyday journeys.

Section 6:

Delivering the Cycle Network



6) DELIVERING THE CYCLE NETWORK

6.1 INTRODUCTION

Delivery of key elements of this cycle network is dependent on available funding. A variety of funding sources are available to us, but at time of publication there is no specific government funding for delivering LCWIPs.

The identified infrastructure will be delivered via a variety of mechanisms, including delivery by the Council and its partners and through development proposals. As well as its own internal resources, the Council will pursue external funding, particularly given that many of the proposed actions will have positive benefits for many stakeholders.

An audit was undertaken of the existing infrastructure in areas identified as being key to providing a high quality network to serve existing and potential cycle journeys. Gaps in provision, suitable schemes and additional links were then identified.

Based on this audit we will develop a programme of works, including specific 'cycling' projects as well as improvements secured as part of new developments, regeneration projects and wider schemes, and will proactively identify funding opportunities.

6.2 USING THE PLANNING PROCESS

There are ambitious plans for growth in Warrington as set out in the Draft Local Plan. This will bring new houses and new jobs to the Borough and a further increase in the overall population in the town. The Local Plan provides a once in a generation opportunity to plan significant new areas of the town with active travel as a first principle. This, and all subsequent reviews of the Local Plan and its associated documents will include the role of Active Travel in enabling the growth in population and jobs.

We can also influence the Active Travel arrangements through the Development Control Process. Transport for Warrington officers are consulted routinely on planning applications. All relevant planning applications should be accompanied by a Travel Plan (TP) which outlines the developer's proposals for walking and cycling infrastructure that will be built as part of the scheme.

The proposed cycle network aims to identify network development opportunities arising from planned developments and allocations within the Council's Local Plan.

It is envisaged that this plan will be integral in the negotiation of developer contributions for new walking and cycling infrastructure, as part of future developments in the Borough.

6.3 SCHEME DELIVERY

We will prioritise and focus on improvements that will help to enable cycling on journeys under 5km. These will help us to convert some of those car journeys that are less than 5km in length into cycle trips.

Excess road space for vehicular traffic suggests that the environment is for motor vehicles. In most locations, carriageway widths of 3.0m provide enough width for all general traffic to use lanes effectively. To successfully deliver the cycle network, reallocation of space may be necessary.

Typically this will involve one or more of the following:

- Filtered permeability, e.g. road closures (with exemptions for pedestrians and cyclists);
- Removal of one or more general traffic lanes;
- Reduced width of general traffic lanes;
- Removal or relocation of car parking.

The reallocation of road space from motor vehicles to active travel modes makes an important statement about the relative priority of different transport users.

As and when junctions and streets are scheduled for improvement (such as structural maintenance), we will assess the needs of cyclists and include high quality cycling provision where possible to improve priority for cyclists.

We will strive to ensure that, wherever appropriate, new road schemes and changes to existing roads infrastructure will be designed and implemented to reflect the needs of cyclists and a placemaking approach.

We will work towards designing and implementing new infrastructure identified in the cycle network, with detailed design and route alignments taking account of public consultations as part of wider schemes.

A full feasibility study for each route will be needed to determine the precise interventions needed through the corridor, to define the exact routes and more accurate costings.

6.4 ENSURING GOOD QUALITY DESIGN – ACTIVE TRAVEL PROOFING

Cycle-proofing' is cycle-policy-speak for the idea that cycle-friendliness should be designed in at the outset when planning any road or traffic scheme new development or even planned highway maintenance works. We need to ensure that changes work to support people who currently drive but would like to walk and cycle more.

Interim Advice Note 195/16 Cycle Traffic and the Strategic Road Network give requirements and advice regarding designing for cycle traffic for the Strategic Road Network (SRN).

Away from the Strategic Road Network (SRN) no law or standard currently exists in the UK that defines the dimensions of cycling provisions. Unlike some local authorities, WBC does not have adopted design guidance for cycle infrastructure.

The Active Travel (Wales) Design Guidance, Transport for the West Midlands Cycle Design Guidance and the Nottingham City Cycling Design Guide are resources that contain best practice and recommendations for designing high quality cycling infrastructure.

They provides advice on the design, construction and maintenance of active travel networks and infrastructure, and alongside emerging guidance including national guidance, will be used to inform development of our network.

The implementation of modern fit-for-purpose infrastructure will be achieved by engaging with planning, highway engineers, and design staff through training on the use of the best design guidance.

Cycle Parking - Within Warrington Town Centre there are over 350 publicly available cycle parking spaces. We will continue to increase and improve the attractiveness of cycle parking across the Borough, including provision to accommodate non-standard cycles.



Example Wayfinding (Left – Broxap Cycle Shelter/ Right – Hull Public Realm)

Signing and Wayfinding - Walking and cycling journey times are often overestimated. We will review and expand cycle signing as the network expands.



Example Wayfinding (Left – 'Trueform' Totem Sign / Right – Quietway Route Signing)

It is important that all signage and wayfinding information across the whole of Warrington is consistent.

6.5 MAINTENANCE & MONITORING

As important as building a route itself is maintaining it properly afterwards. The value of an enhanced network of facilities is greatly reduced if the network is not maintained, and this is an issue which has suffered in Warrington as revenue budgets become more stretched.

Arrangements for proper maintenance should be included in considering the design detail. Active travel corridors need special consideration in terms of maintenance. We will implement an ongoing programme for monitoring and maintaining the cycle network. This will include regular sweeping, surface repairs, gritting in cold weather, drain clearance and lighting repairs.

Monitoring and evaluating the benefits of investment in delivering the cycle network will be critical, and will enable us to make the case for future investment in our streets. Monitoring will be carried out for individual schemes and the whole programme of network improvements.



Example Monitoring Totems (Left – Cardiff / Right – Waltham Forest)